STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: 8413 Burnside Br - Hawthorne Br 1976 Sec of Pacific Hwy West (Front Ave)
8447 Willamette River (Springfield) 1976 (Bridge Repair) Br, Sec. of McKenzie Hwy.

Index:

INDEXING: Begins with 8413 Ends with: 8447

FLASH CARDS:

Remarks:

Reel No. 188 Reduction Ration X21 Project No

Camera: Name Bell & Howell Model File Master Film 16 MM

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 2nd day of March 1987 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Donna D Turrell

8447

15

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1976

To: MEMO TO FILE

SUBJECT: Willamette River (Springfield Bridge)
Hwy. No. 15, M.P. 1.33W
Painting, Remodeling Contract

The following people met the District 5 Bridge Crew at the bridge site to inspect the existing paint:

Bill Bangert,	Region 2 Bridge Inspector
Jack Davis,	Foundation Engineer
John Wood,	Bridge Maintenance Engineer

Ray Davis from Ellis Jones' crew was also present.

About three random spots were sandblasted with #3 green diamond sand. The following conclusions were generally agreed on by all present.

The bridge needs painting above deck and a portion below the sidewalk, including the bottom chord. The portion below deck (the floorbeams and stringers) does not need paint at this time and can be excluded from the contract.

The paint could not be feathered to allow partial blasting to clean metal. The paint seemed dead and brittle at the edges of a blasted area. It could readily be loosened from the metal surface. There was also loose mill scale under the paint in varying degrees.

There are a few members on the structure with three closed sides and one open side with lacing. The paint on the interior of these members appeared sound but it was not possible to blast the lacing without distrubing this paint.

It is recommended that the specifications for this contract call for a complete commercial blast above deck and on the bottom chord and sidewalk brackets.

NOTED
R. L. SCHROEDER

JHWood
John H. Wood
Bridge Maintenance Engineer

RECEIVED
JUL 9 1976
Office of
Assistant State Highway Engineer

JHW:ji
cc: R. L. Schroeder
W. J. Hart
Jim Gix
Bill Anhorn, Ellis Jones

NOTED
R. L. SCHROEDER

SAHLSTROM & LOMBARD
ATTORNEYS AT LAW
915 OAK STREET
EUGENE, OREGON 97401

E. B. SAHLSTROM
HERB LOMBARD
ROBERT B. DUGDALE
TIMOTHY J. HELFRICH

TELEPHONE
503/687-1718

NOTED
JACK L. SOLLIS

RECEIVED
STATE HWY ENGR
OCT 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 25, 1976

Mr. E. S. Hunter
State Highway Engineer
140 Highway Building
Salem, Oregon 97310

Re: Willamette River (Springfield) Bridge
Highway Construction Bid of Merlin R. Stam

Dear Mr. Hunter:

On October 21, 1976 Mr. Merlin R. Stam submitted a bid on the Willamette River (Springfield) Bridge Highway Construction project. The total amount of the bid submitted was $28,200.00. The bid submitted was in error in that the amount allotted to Mobilization was entered as being in the sum of Eight Thousand Dollars ($8,000.00) when in fact the correct figure was Eighteen Thousand Dollars ($18,000.00). Therefore the true amount of the bid Mr. Stam intended to submit was $38,200.00 (Thirty-Eight Thousand Two Hundred and 00/100 Dollars). The reason that the bid submitted was erroneous was that Mr. Stam was telephoning the bid figures to his wife who was located in Salem, and she misunderstood the figure to be allotted to Mobilization.

You are hereby notified that the undersigned acting on behalf of Merlin R. Stam does hereby revoke and withdraw the bid offer to enter into a contract between your agency and Mr. Merlin R. Stam tendered on October 21, 1976 on the grounds that the figures and amounts set forth in said bid were materially in error and did not reflect nor contain the amount Mr. Stam intended to bid.

Very truly yours,

SAHLSTROM & LOMBARD

Robert B. Dugdale

RBD:md

cc: Ellis Jones, Resident Engineer
2193 East 15th Street
Eugene, Oregon

6

84407

45

October 28, 1976

bc H. S. Coulter
Jack Sollis (enc.)
Cecil Head "
L. W. Rulien "
C. T. Keasey "

Mr. Robert B. Dugdale
Sahlstrom & Lombard
Attorneys at Law
915 Oak Street
Eugene, OR 97401

Dear Mr. Dugdale:

Willamette River (Springfield) Bridge
Highway Construction Bid of Merlin R. Stam

I have discussed with Legal Counsel your October 25, 1976 letter in which you revoked and withdrew the bid offer of Merlin R. Stam tendered October 21, 1976 for the Willamette River (Springfield) Bridge project.

It is the opinion of Legal Counsel that the alleged mistake by your client in filling out the bid proposal is not grounds for revocation or withdrawal of the bid under Standard Specifications 102.13.

In accordance with Standard Specifications 103.02, we are transmitting to your client the contract documents for execution. According to Standard Specifications 103.06, the bidder must return the executed documents within ten (10) days (not including Sunday) from the date he receives them from the State Highway Division.

Failure on the part of the bidder to execute the contract and to deliver the contract and required performance bond as provided in Standard Specifications 103.06, will result in forfeiture of the proposal guarantee in conformance with Standard Specifications 103.07.

I would appreciate your advising me immediately as to the intention of your client.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

October 29, 1976

Rec- Nov. 2
Ret- NOV. 15
BY

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
Mr. Merlin R. Stam
90569 Coburg Rd.
Eugene, OR 97401

Dear Mr. Stam:

Enclosed are three copies of Contract No. 8447 awarded to you on October 26, 1976, for bridge repair on the Willamette River (Springfield) Bridge Section of the McKenzie Highway in Lane County in the amount of $28,200.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 10, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

bc C. T. Keasey
Walt Hart
Robert Church
A. Shirley
Ellis Jones
Ed Hunter

NOTED
C. W. HEAD

nor Dugdale has responded and the specifications should therefore be invoked.

After you have had time to review the correspondence, I will call Chairman Jackson for approval to award the contract to the second low bidder, Steel Structures, Inc., whose bid is $42,694.00, 13 percent under the engineer's estimate of $49,120.00.

The proposal guaranty of Stam, amounting to $2,820.00, or 10 percent of the bid, will become the property of the Highway Division.

ESH:ja

Enc.

bc H. S. Coulter
Cecil Head
Jack Sollis
L. W. Rulien
C. T. Keasey

8447

November 16, 1976

TO: Oregon Transportation Commission

FROM: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Willamette River (Springfield) Bridge
McKenzie Highway, Lane County
Contract No. 8447

Bids on the subject project were read October 21, 1976. The five bids received were as follows:

Merlin R. Stam, Eugene	$ 28,200.00
Steel Structures, Inc., Eugene	42,694.00
Hamilton Construction Company, Springfield	43,030.00
Warren Northwest, Inc., Salem	52,897.00
Waybo, Inc., Portland	133,960.00

The engineer's estimate is $49,120.00.

The enclosed letter from Attorney Robert B. Dugdale, representing Merlin R. Stam, low bidder, was received October 26, 1976. My reply of October 28, 1976 to Mr. Dugdale is also enclosed.

In accordance with our Standard Specifications, Commission Secretary Head forwarded the contract documents for execution. They were received by Stam November 2, 1976, and were to be returned by November 15, 1976 or the proposal guaranty would be forfeited. Neither Stam

8447

9

DATE: March 7, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Willamette River (Springfield) Bridge
Contract No. 8447

This contract covers remodeling of portals and sway bracing of existing steel trusses on this structure on the McKenzie Highway. The contract items are made up of just three lump sums. Site work will start soon with completion expected in late April. A maintenance contract painting project on this same structure is scheduled for April bid.

It is desirable to add permanent safety cables across the top of the trusses on both sides and access ladders under the current remodeling contract. It would be advantageous to have these safety facilities in place at the time the painting is bid because they will be used in that work. A quotation has been obtained from the existing contractor and a very satisfactory price has been submitted, but an increase in authorization is needed to cover it.

These are State-funded projects. Your approval of an increase of $8,490.37 to a new total authorization of $57,375 is requested. This matter will be on the Consent Calendar for your consideration at the March 15 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell
Max Klotz

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
1634 S.W. ALDER STREET, PORTLAND, OREGON 97208

January 20, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
129 Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

This is in response to your letter and draft agreement of November 30, 1976 regarding wetland mitigation on Sauvie Island for Interstate 205.

I have discussed this with both our field personnel at Sauvie Island and our fiscal personnel at this office. I have concluded that we would not be able to undertake this project by force account without sacrificing our planned program. We do not have the capabilities to hire additional people to do the job. Even if we were able to do the work ourselves, the funds you would provide would not go back to the Sauvie Island project, because of complicated fiscal procedures.

I am suggesting, therefore, that the Oregon State Highway Division consider completing the project with your equipment and manpower along with direction and assistance of our Department. We will be most happy to work with you on completing this project.

If you wish to discuss this, please contact me at 229-5551. I will be happy to be of any assistance.

Sincerely,

D E Sanford

D. E. Sanford
Staff Biologist
Wildlife Development

mp

cc: Frank Newton, Sauvie Island

Please handle
with Varsting

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Willamette River (Springfield) Bridge Date February 16, 1977

Highway McKenzie Contract No. 8447

County Lane Kind of Work Bridge Repair Contractor Steel Structures, Inc.

	Authorized	Estimated
Contract Amount	$42,694.00	$42,694.00
Anticipated Items	--0--	--0--
Contingency (4½%)	1,921.23	9,640.00
Engineering	4,269.40	5,041.00
Credits	-	-
PROJECT COST	48,884.63	57,375.00
NET INCREASE $	8,490.37	= 17.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) P.A. #1 - Furnish & install inspection safety cable and ladders	-	+7,719.00

Principal reasons for overruns (Continue on reverse side): PA #1, Furnish & install inspection safety cable and ladders was originally scheduled for the next contract (maintenance painting) but it seemed probable that a more reasonable price could be obtained by incorporating this work into the contract for structual remodeling rather than bridge maintenance painting.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Confirmed by Division Engineer

Noted by H S Coulter ~~Deputy~~ or State Highway Engineer

SP*33160-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8447

Salem, Oregon
March 1, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Willamette River (Springfield) Br.
Contract No. 8447
Request for Increase in Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

This contract was executed in December 1976 in the amount of $42,694 with a project authorization of $54,682.40 and covers remodeling of portals and sway bracing of existing steel trusses. The contract items are made up of just three lump sums. Site work will start within a week or two with completion expected within the 150 days allowed into late April.

It is now proposed to add by price agreement permanent safety cables across the top of the trusses on both sides and access ladders under this contract. A quotation has been obtained from the existing contractor and a very satisfactory price of $7,719 has been submitted as a lump sum price agreement. This is about 15.8 percent of the existing authorization, so an increase would be required and it is also about 18 percent of the existing contract amount and is a new negotiated price, so we should go to the Public Contract Board for a specific exemption.

There are good reasons to proceed with this. The painting project on this same structure is scheduled for April bid and will be a larger contract with an estimated cost of $167,000. The safety cable and ladders which the proposed P.A. would add are out of character with the painting work. A paint contractor would probably only have to have someone else perform it anyway, whereas it is the same kind of work the existing contractor is doing. It would be advantageous to have it in place at the time the painting is bid because it will be used in that work.

Further, the price quotation we have from the existing contractor is very attractive. The bridge estimate for this work was $14,365, whereas our signed price agreement is for only $7,719. The design has been approved by Workmens Comp. and our own safety people and the facility will remain in place permanently on the structure.

These are State-funded projects. Rough draft letters to the Transportation Commission and to the PCRB are attached. We will hold the price agreement until we know they are transmitted.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: March 7, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Willamette River (Springfield) Bridge
Contract No. 8447

This contract covers remodeling of portals and sway bracing of existing steel trusses on this structure on the McKenzie Highway. The contract items are made up of just three lump sums. Site work will start soon with completion expected in late April. A maintenance contract painting project on this same structure is scheduled for April bid.

It is desirable to add permanent safety cables across the top of the trusses on both sides and access ladders under the current remodeling contract. It would be advantageous to have these safety facilities in place at the time the painting is bid because they will be used in that work. A quotation has been obtained from the existing contractor and a very satisfactory price has been submitted, but an increase in authorization is needed to cover it.

These are State-funded projects. Your approval of an increase of $8,490.37 to a new total authorization of $57,375 is requested. This matter will be on the Consent Calendar for your consideration at the March 15 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell
Max Klotz

planned to open bids on a separate maintenance contract for painting the entire structure. The new safety facilities will be utilized on that work and it would be advantageous to have it in place at the time it is bid. The added steel fabrication work is not compatible with the future painting work. Mobilization costs at the site are already covered by the existing contract.

(d) This additional price agreement cost exceeds the current project authorization by more than the 10 percent allowed under our departmental regulations and a request for additional funding is being made to our Commission.

We respectfully request your consent to exceed the 10 percent limitation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
L. W. Rulien
Alfred Shirley

JAB:fr ja

March 9, 1977

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Request for Increase in Authorization
Willamette River (Springfield) Bridge
Contract No. 8447

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which would exceed the 10 percent limitation of Rule 10.150(b).

(a) The subject contract covers a State-funded special maintenance project for remodeling structural steel portals and sway bracing of existing steel trusses of this structure on the McKenzie Highway in Springfield.

(b) The contract amount is $42,694 and is made up of just three lump sum bid items, one of which is for mobilization. A lump sum price agreement has been negotiated to add permanent steel safety cables across the top of the trusses and steel access ladders up to them. These are safety facilities for use during future painting or other maintenance, and inspections of the trusses. A very attractive price (below our estimate) has been quoted by the contractor to do this added work, in the amount of $7,719, or 18 percent of the contract amount.

(c) The added work is very similar to the contract work with both involving the fabrication and fastening of steel shapes. Site work on the contract is just starting with completion expected by late April. At that time, it is

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the Oregon Department of Transportation on amendment to Contract No. 8447 for remodeling of Willamette River (Springfield) Bridge.)	CERTIFICATE OF ADOPTION OF TEMPORARY RULE

The Board having found that an exemption from the requirements of competitive bidding on behalf of the Oregon Department of Transportation to exceed the 10 percent limitation of OAR 127-10.150(b) for certain additional work under Contract No. 8447 for remodeling structural steel portals and sway bracing of existing steel trusses of the Willamette River (Springfield) Bridge will not encourage favoritism in awarding of public contracts or substantially diminish competition for public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Oregon Department of Transportation.

The Board having further found that the best interest of the Department and the public will be served by the adoption of the exemption as a Temporary Rule, the Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5):

> The Oregon Department of Transportation is exempt from the 10% limitation of OAR 127-10.150(b) for remodeling structural steel portals and sway bracing of existing steel trusses of the Willamette River (Springfield) Bridge on the McKenzie Highway, Contract No. 8447.

Dated: March 24, 1977.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden, Chairperson

SED 425a
Rev. 10-1-76

COMBINED CER ICATE AND ORDER FOR FILING A INISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal by:

Public Contract Review Board
(Agency)

Date of adoption, amendment or repeal:

March 16, 1977

FILED
MAR 24 1977
NORMA PAULUS
SECRETARY OF STATE

By: James A. Redden
(Authorized Signer)

Title: Chairperson

Effective Date: upon filing Statutory Authority: ORS 279

Rule Number(s): OAR 127

☐ New Rule ☒ Amends ☐ Repeals ☒ Temporary ☐ Permanent

Subject matter and purpose of rule: Oregon Department of Transportation exemption from 10% limitation of OAR 127-10.150(b) for remodeling of Willamette River (Springfield) Bridge, Contract No. 8447

ORDER (SEE ATTACHED)

The within matter having come before the ____________________ after
(Agency)
publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said proposal and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hearing; the aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable statutes and rules, and being fully advised in the premises:

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be:
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Perm. ☐ Temp ☐

Adopted: ____________________

Amended: ____________________

Repealed: ____________________

as Administrative Rules of the ____________________
(Agency)

DATED this ______ day of ____________, 19__

By: ____________________
(Authorized Signer)

Title: ____________________

8447

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

March 24, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

Enclosed for your information and files is a copy of the Certificate of Adoption of Temporary Rule filed with the Secretary of State on the exemption of the Oregon Department of Transportation for the amendment to Contract No. 8447 for remodeling of the Willamette River (Springfield) Bridge.

Sincerely,

Anna McNeil

Anna McNeil
Administrative Assistant

am
Enclosure

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Kenney
Rubin
Shirley ✓
3-28-77

SHAKLEE DISTRIBUTOR

M A DAVIDSON
P O Box 599 Ph. 747-6814
Springfield, Ore 97477
Be Ecology Minded

SHAKLEE 20 YEARS OF OPPORTUNITY
AMERICA 200 YEARS OF FREEDOM

NOTED
H. S. COULTER

March 23, 1977

Oregon State Hiway Dept.
Salem, Ore.

Dear Sirs;

In the City of Springfield is one of the best examples of Governmental inefficiency I have seen for awhile. The State Hiway Department is trying to repair the bridge over the Willamette River in the South bound lane. Traffic is held up for six to seven blocks on the main street in both lanes. There is no flagman out or perhaps I should say person. You have a woman, hired under the equal rights I am sure, that does absolutely nothing. On the good days she is draped over the hood of a car or elbows hooked over the rail of the bridge talking to the men or dropping rocks in the river. On the bad days she sits in a pickup. If she is going to be hired to do a mans work then put her to work and drop off a man. At least she could get out and flag. I think you flag this traffic on a detour over the other bridge.

Sincerely,

M. A. Davidson

cc. Gov. Straub

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
Shirley
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
		✓				

Distributor of: Household Cleaners • Lovue Beauty Aids • Deux Vies and Lady Shaklee Fragrances
Shaklee For Men Original and Golden Manner Toiletries
Food Supplements • Small Wonder Baby Products

SHAKLEE CORPORATION IS A MEMBER OF DSA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 30, 1977

FILE: PUB 7
CON 5

FROM: JAMES J. GIX
Regional Construction Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: M. A. Davidson Letter
Traffic Handling
Springfield Bridge

Apparently Mr. Davidson's business requires him to cross the Willamette River Bridges in Springfield one or more times daily. One day he got involved in two long waits.

Jones assures me that traffic has never been stopped more than three times in the 6-hour shift, then only to move steel over the travelled lane or to shift lane closure from right to left lanes. Maximum backup observed was 3 blocks, 2 lanes.

Since we could not understand his last sentence, Jones called him and had a relatively pleasant conversation that satisfied most of his concerns. The alternate detour route is not practical due to the street connections at both ends of the bridge.

I have enclosed a draft for your consideration to respond to Mr. Davidson.

jjg/cw
Encl.

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1

April 4, 1977

Mr. M. A. Davidson
Post Office Box 599
Springfield, OR 97477

Dear Mr. Davidson:

I understand that our Resident Engineer, Mr. Ellis Jones, has contacted you regarding traffic control on the Willamette River Bridge in Springfield and explained some of the procedures.

It is necessary to maintain one-way traffic on this project during working hours. From one to three times daily, traffic is curtailed by the flagman while specific work is being done. The contractor has found it advisable to hire a flagman for this purpose because the rest of the crew is needed for the more technical work. For the safety of the motoring public, it is necessary to place a flagman to control traffic although needed only for limited periods of time.

We are sorry for the inconvenience and hope that the work will be finished before too long.

Sincerely,

H. S. Coulter
State Highway Engineer

JJG:cw ia

bc E. S. Hunter
R. L. Schroeder
C. T. Keasey
Alfred Shirley, Jr.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Willamette River (Springfield) Bridge - for week of June 12 thru 18, 1977.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project work complete on May 12, 1977.

Semi-Final submitted June 16, 1977.

FINAL REPORT

SIGNED Ellis H LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8447

REPORT NO. 15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER (SPRINGFIELD) BRIDGE

WEEK ENDING: JUNE 18,1977

SECTION PREFIX: 20-4225

HIGHWAY: MCKENZIE HIGHWAY

COUNTY: LANE

NAME OF JOB: WILLAMETTE RV (SPRINGFIELD) BR.

KIND OF WORK: BRIDGE REPAIR

CONTRACTOR: STEEL STRUCTURES, INC.

CONTRACT NUMBER: 8447

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: NOV. 19,1976

DATE WORK STARTED: MARCH 7,1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK. 0

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

WORK DAYS USED

CALENDAR DAYS USED 162.0

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 108.0%

PROJECT AUTHORIZATION: $ 57375.00

EXCLUSIVE OF ENGINEERING: $ 52334.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ * 50433.90

ESTIMATED PERCENT OVERRUN UNDERRUN 3.6 %

ENGINEERING AUTHORIZATION $ 5041.00

ENGINEERING COST TO DATE $ 6142.50

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 121.9 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96.4%

DATE PROJECT WAS COMPLETED: MAY 12,1977

*Note: Above amount does not include liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	ILLUMINATION						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	CLEAR			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	CLEAR			
FRIDAY	CLEAR			
SATURDAY				

FORM 81-734-3030

FILE: CON 5 #8447

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 18, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Willamette River (Springfield) Bridge
Contract No. 8447
Request for Time Extension

Steel Structures, Incorporated has now formally requested a 12-day extension of their contract time because of added work. This refers to the safety handrail which was added by Price Agreement No. 1 in the amount of $7,719.

The Commission approved an increase in project authorization to cover this at their March 15 meeting and the PCRB also gave us an exemption because it was 18 percent of the contract amount.

The regular contract work was done before the 150 days allowed had expired. Only price agreement work was accomplished during the 12 days liquidated damages that accrued up to the May 12, 1977 completion date. A complete time extension is clearly justified to delete the $600 liquidated damages that accrued.

This was a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
AUG 19 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8447 Contractor Steel Structures, Inc.

Highway McKenzie

Section Willamette River, (Springfield) Bridge

Kind of Work Bridge Repair

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a complete time extension of 12 days to delete the $600 liquidated damages that accrued. This is for added (P.A. No. 1 safety handrail).

Recommended for Approval:

Division Engineer

Bond
for
Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No. 8447
Project designation State
State-Federal
Date awarded November 19, 1977
Work started March 7, 1977
Per cent completed 100% May 12, 1977
Date
No. of Workdays Allowed 150
No. of Workdays Used 162
No. of Added Workdays Requested 12

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 5, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 162 days, within which to complete our Contract No. 8447, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extra work requested by State:

1) Furnish and install safety handrail

Respectfully submitted,

Steel Structures, Inc.
Contractor

By Max Kreutzkamp Jr.
Max Kreutzkamp, Jr. - General Manager

CONSENT OF SURETY

Date August 5, 1977

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ray D Hollard
Attorney-in-fact

(SEAL)

Ray D. Hollard
Ray D Hollard
Resident Agent

August 22, 1977

Steel Structures, Inc.
375 East 5th Avenue
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8447 for work on Willamette River (Springfield) Bridge in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension is granted to delete all liquidated damages. This is because of added work on Price Agreement No. 1 (safety handrail).

Sincerely,

H. S. Coulter
State Highway Engineer

fr/ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Ellis Jones
Richard Hacek

8447

9

August 25, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 24, 1977, we wrote to you concerning release of final payment on Contract No. 8447 awarded to Steel Structures, Inc., for repair to the Willamette River (Springfield) Bridge in Lane County.

Final payment on this contract is $1,100 and the total contract amount is $50,443.90. No work was performed under force account.

Very truly yours,

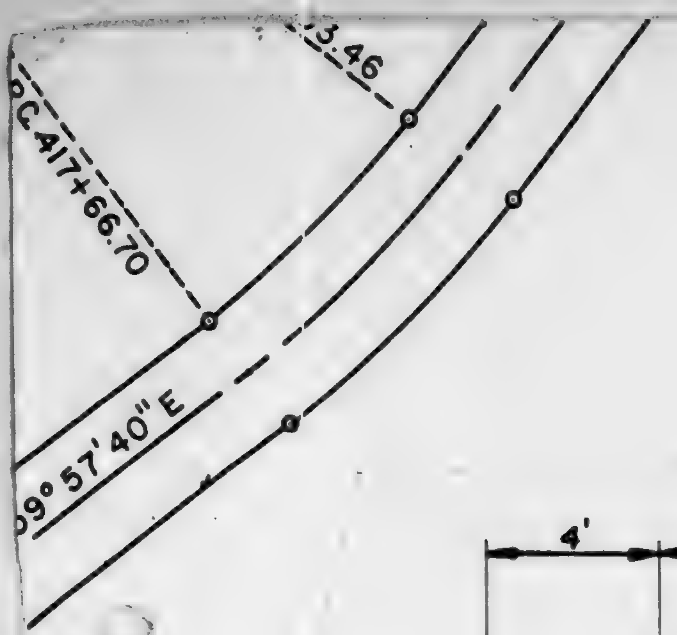
C. W. Head
COMMISSION SERVICES

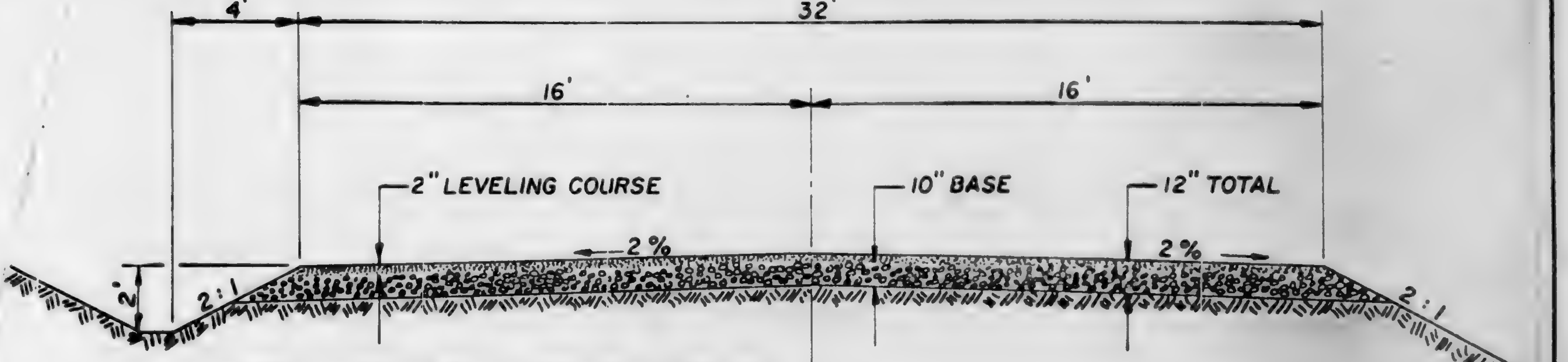
fkn

cc Steel Structures, Inc.
375 E. 5th Avenue
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

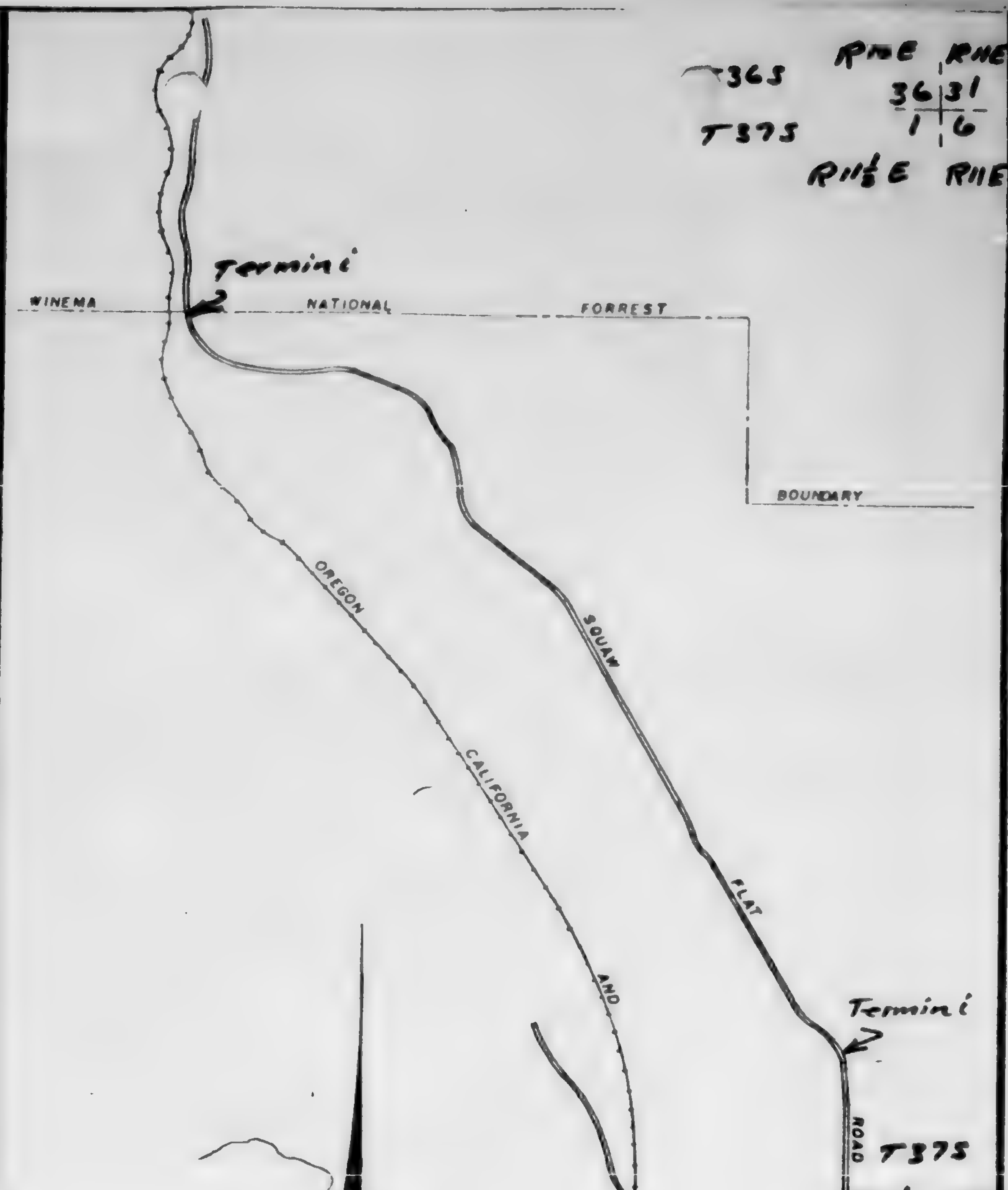
8447 Willamette River (Springfield)19
Br. Sec. of McKenzie Hwy.
(Bridge repair)


3.46
P.C. 417+66.70
9° 57' 40" E


4'
32'
16'
16'
2" LEVELING COURSE
10" BASE
12" TOTAL
2%
2%
2'
2 : 1
2 : 1

NOTE: ASPHALT SURFACING TO BE
ADDED AT A LATER DATE

TYPICAL SECTION
SQUAW FLAT ROAD


T36S
R11E R11E
36 31
1 6
T37S
R11½E R11E
Termini
WINEMA NATIONAL FORREST BOUNDARY
OREGON CALIFORNIA AND EASTERN RAILROAD
SQUAW FLAT ROAD
Termini
T37S
R11½E R11E
36 31
1 6
RATTLESNAKE CREEK
CRAWFORD ROAD
ROAD
HILDEBRAND
VALLEY
WILDHORSE CR.
N
BUCK CREEK
YONNA
HILDEBRAND ROAD
KLAMATH FALLS - LAKEVIEW HWY.
HASKINS RD.
WU RD.
YONNA

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LOCATION MAP

SCALE 1" = 1 MILE

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

In accordance with Chapter 1, Part 771, Title 23, CFR, this is judged to be a non-major project. No further environmental documentation is required.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are discernible

7. Potential for Controversial Issues:

No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

3.5 Acres; no improvements; one ownership.

Consequences:

Minor

2. Estimated Changes in Traffic Patterns:

From seasonal use to commercial use. Will generate increased logging traffic and use of residents in Sprague River area as a closer and more usable route to Klamath Falls. Twelve (12) miles to Klamath Falls as compared to twenty-two (22) miles via Highway 140.

Consequences:

Will divert Sprague River traffic from Highway 140; eliminate severe grade and hazardous driving conditions over Bly Mountain and provide a means to bring raw material (timber) to the Klamath Falls lumber mills.

3. Estimated Changes in Land Use:

Residential use should not be stimulated, due to zoning and Land Use regulations, but 3.5 acres of extensive rangeland will be converted to transportation uses.

Consequences:

Minor. The land required for new right-of-way presently receives only light grazing pressure, and for just a few months of each year.

4. Expected Adverse Effects on Natural Ecological Resources:

Should not significantly increase "people use" of the surrounding area. Hunters use this road now, but improvement is not likely to increase this seasonal use.

Consequences:

Minor. Some loss of typical sagebrush/juniper habitat, but no critical areas or endangered species are involved.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects are anticipated.

Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Rolling-hilly topography - rocky soil - sagebrush, junipers, some commercial trees. No streams or rivers. Mainly on a hillside -- no major drains. Remote. Undeveloped area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Outlying area -- no residences. Land Use is Agriculture-Forestry. Some minor spring grazing -- land is mainly rocky, sagebrush, juniper trees -- some commercial trees. Road is mainly on a hillside above any agricultural area. No impact from noise, air pollution, etc.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing County right-of-way except 3.5 acre for realignment. Rock and sagebrush - spring grazing only.

Typical Section County standard. 32' Roadbed, 10", 1 1/2"-0" Base Rock, 2" 3/4"-0 Surface Rock.

Structures Drainage culverts as needed.

Characteristics (ADT) Present = 20. Completed = 150. Commercial timber haul will transport 24.5 Million Board Feet from 1976-1980.

Other General Information (or Supplemental information to items) The present road is narrow, dirt construction, rocky in places, fair weather road only and used primarily by hunters -- not recommended for passenger type vehicles.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location and right-of-way is established. No alternate design except paving which will be 3" x 24' A/C when 4 - mile portion within Forest Service boundary is completed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Project #
OS- 1800(1)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 20, 1975

A. PROJECT IDENTIFICATION

Name of Project Hildebrand - Forest Service Boundary
(Section)

Location of Project Squaw Flat (Highway Name) County Road No. 1101 (Highway No., US - ORE)

(City) Klamath (County) (Region)

Program Off-System Roads (Funding) $300,000.00 (Estimated Cost) Sec. 219, Title 23 U.S.C. (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the road to serve raw material and energy source (timber - 24.5 M.B.F. 1976-80), foster small business contractors, create employment of local labor, including minorities, and provide all-weather access to Sprague River area, shortening the route by ten (10) miles, saving fuel consumption and eliminating adverse grade and hazardous winter driving over Bly Mountain.

Origin and History: Old Indian road - north end from Sprague River to Forest Service boundary (1.5 miles) reconstructed to gravel base by County in 1971; project delayed by lack of funds; this section will complete south end to Forest Service boundary to same standard; Forest Service and County cooperation will complete center section (4. miles) County will pave entire route when feasible. This section to gravel standard will allow log haul on scheduled timber cut to mills at either Chiloquin or Klamath Falls.

C. DESCRIPTION OF PROJECT

Length 5.6 miles

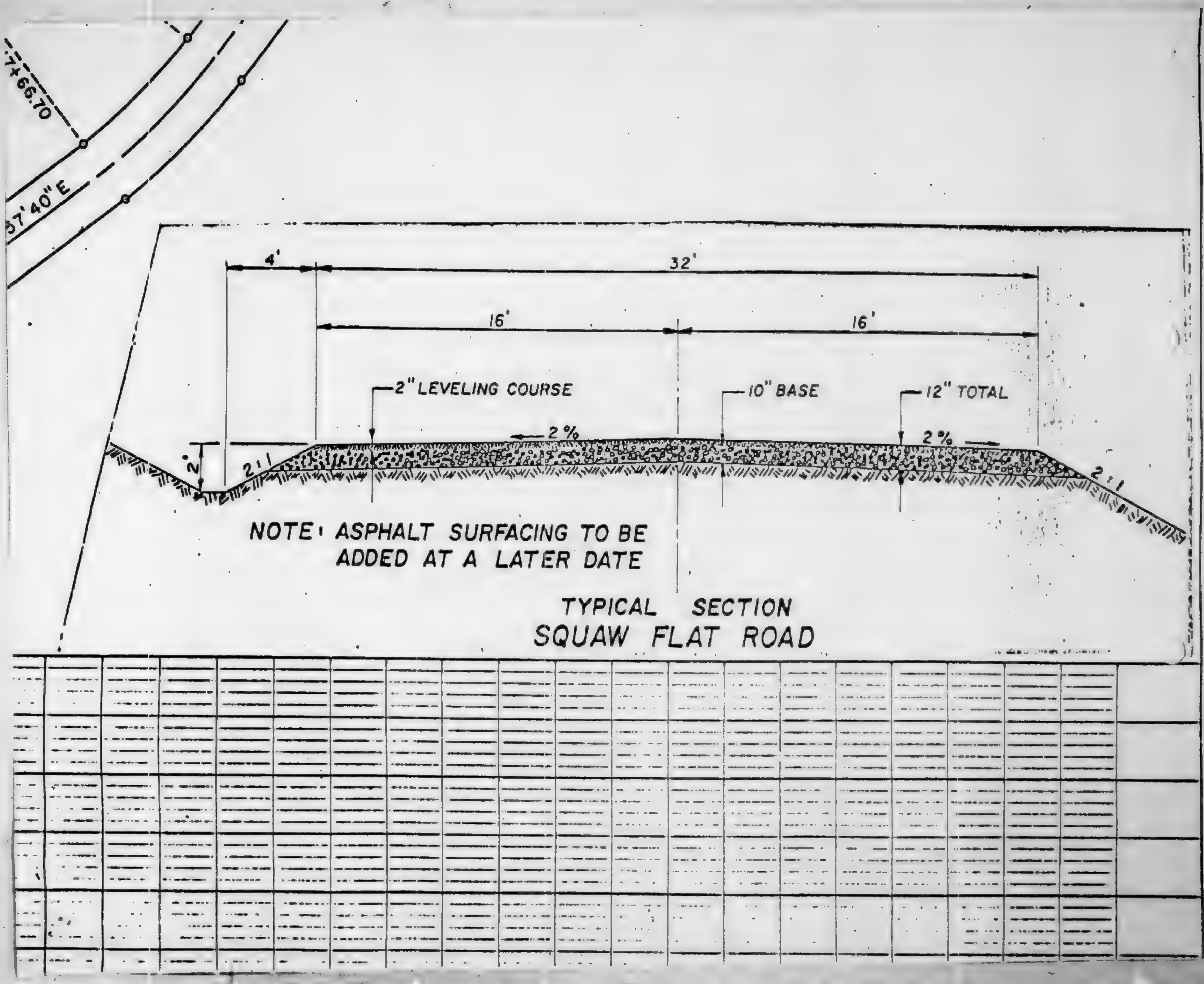
Termini Southerly - 1.5 miles north of Colahan Road.

Northerly - U.S. Forest Service Boundary.

Alignment ☐ New ☒ Existing ☐ Combined One small section of new alignment to avoid rocky hill, requiring additional right-of-way.

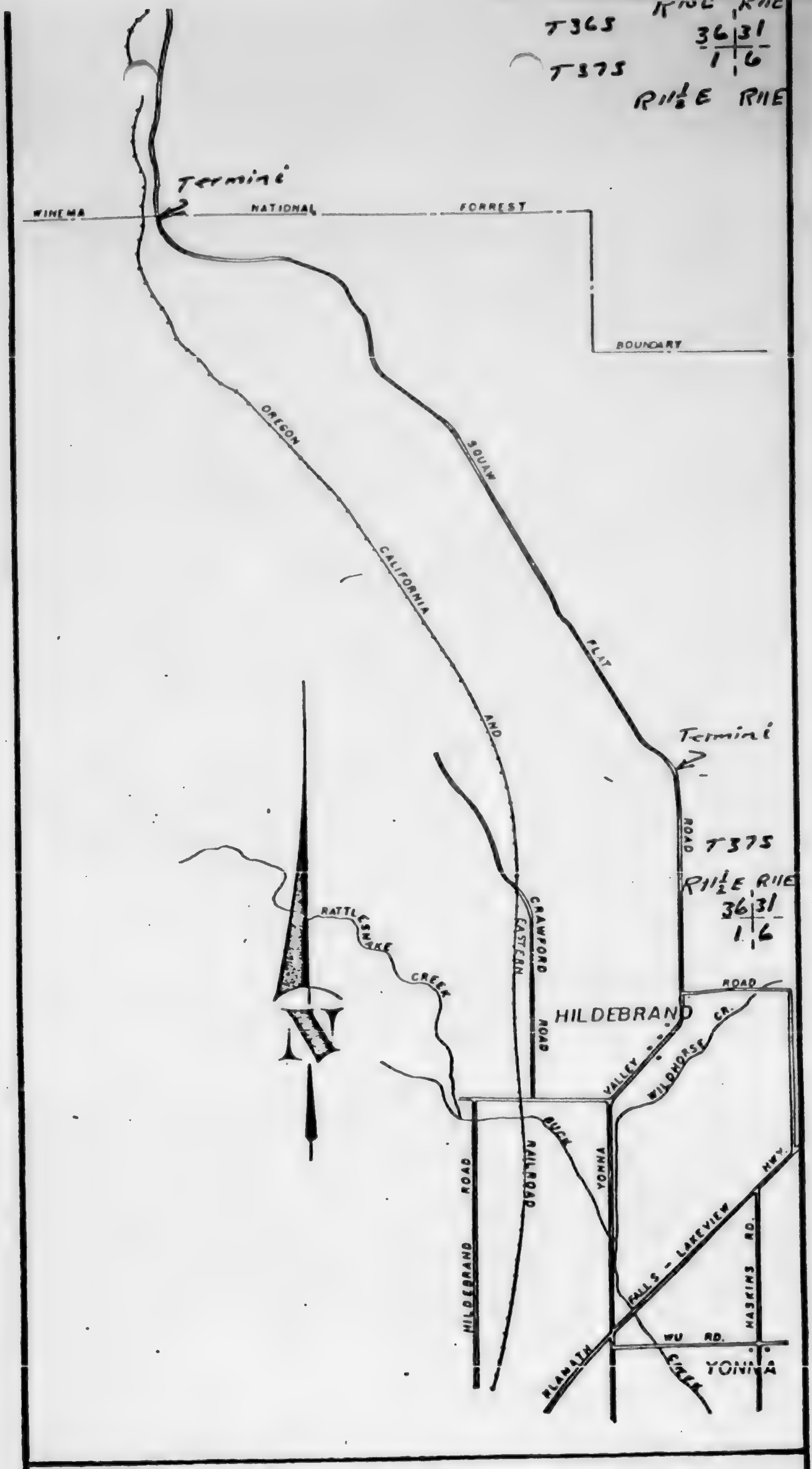
RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 9-74)


7+66.70
37'40" E
4'
32'
16'
16'
2" LEVELING COURSE
10" BASE
12" TOTAL
2%
2%
2'
2:1
2:1

NOTE: ASPHALT SURFACING TO BE ADDED AT A LATER DATE

TYPICAL SECTION
SQUAW FLAT ROAD


R11E R11E
T36S
T37S
36 31
1 6
R11½E R11E
Termini
WINEMA NATIONAL FORREST BOUNDARY
OREGON CALIFORNIA AND EASTERN RAILROAD
SQUAW FLAT ROAD
Termini
T37S
R11½E R11E
36 31
1 6
RATTLESNAKE CREEK
CRAWFORD ROAD
N
ROAD
HILDEBRAND
VALLEY
WILDHORSE CR.
BUCK CREEK
YONNA
HILDEBRAND ROAD
KLAMATH FALLS - LAKEVIEW HWY.
HASKINS RD.
WU RD.
YONNA

LOCATION MAP SCALE 1" = 1 MILE

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____________________ Office
2. Environmental ____________________ Office
3. Public Hearing ____________________ Office

Remarks re Section VII: Location and right-of-way is established -- no hearings required. See Project Environmental Assessment Application.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Lloyd Gift
County Judge or Comm. Chairman

By Raymond P. Thorne
County Commissioner

By Bryan D. Williams
County Commissioner

By Lyle C. Smith
County Engineer of Roadmaster

County Klamath

Date June 26, 1975

* V. MATERIAL SOURCES DATA

1. Gravel______ Quarry X______ Cinders______
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______ W.M.
4. If County lease, what are royalty payments?______
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location______
   Miscellaneous Items______

Remarks re Section V: See typical section attached. Contractor to provide rock
* source from several available in area.

VI. FINANCIAL DATA

1. Estimated Cost: $ 300,000.00
2. Available FAS Funds $ Off-System
3. Does County wish advancement of future Federal funds? Yes______ No X
   Amount______
4. Date match money is available July 1, 1976
5. Will there be any 100% County money? Yes______ No X
6. Maximum amount of 100% County money available: $______
7. Date County request letting: July 1, 1976 to July 1, 1977

Remarks re Section VI: Application is per Section 219, Title 23 U.S.C.
78% Federal, 22% County Financing.

16. Name of Railroad______________________________

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger__________________ Speed__________________
Freight__________________ Speed__________________

20. Angle of Intersection:______________________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks______ Automatic bell______ Gates______

23. Proposed Protection:______________________________

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes______ No X
By County? Yes______ No X
By State at County expense? Yes______ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No X
By County? Yes______ No X
By State at County expense? Yes______ No X

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No X

29. Will P.U.C. application be made by State__________ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No X

Remarks re Section IV: * 3.5 acres needed for minor realignment. Rock & sagebrush land. One owner -- agreeable to right-of-way exchange. County will negotiate -- no hearing necessary.

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum 60'

* 2. Is any additional right of way needed? Yes X No ____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes X No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No ____

* 10. Is a hearing necessary? Yes ____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company:
Pacific Gas Transmission Company

13. Are utilities on existing right of way by permit X or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No X
If yes, give name of irrigation company or district ____________________
and dates between which water can be turned off: From ____________
To ____________

15. Are there any railroad crossings? Yes ____ No X

If yes, explain: ____________________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes ____ No X
   - By Consultant? Yes ____ No X
   - By County? Yes X No ____

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
   - By State? Yes X No ____
   - By Consultant? Yes ____ No X
   - By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: County will perform monumenting

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company______________________________________
b. Sanitary sewer mains: Yes______ No______ Size__________
Company______________________________________
c. Storm sewer: Yes______ No______ Size__________
Company______________________________________
d. Gas mains: Yes______ No______ Size__________
Company______________________________________
e. Power lines: Yes______ No______ Size__________
Company______________________________________
f. Telephone lines: Yes______ No______ Size__________
Company______________________________________
g. Other Utilities:______________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

7. Are sidewalks desired? Yes______ No______
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain____
____
____

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

* 25. Will detour be constructed and maintained by County? Yes______ No X

26. Will detour be constructed & maintained by Contractor? Yes______ No X

27. Will County sign project outside work area during construction? Yes X No______

28. Will Contractor sign project outside work area during construction? Yes______ No X

29. Should contract provide for permanent signing? Yes______ No X

30. Should State do permanent signing? Yes______ No X

31. Will traffic signals be required? Yes______ No X
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes______ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain____________________

Remarks re Section I: See typical section attached.
* Minor local traffic maintained thru construction.

II. BRIDGE PROJECT DATA NONE

1. Name of river or stream____________________

2. Name of bridge____________________

3a. Dimensions of existing bridge. Length______ Roadway Width______ Type______
b. Dimensions of existing approaches. Type______ Width______ Shoulders______

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section______ Township______ Range______ W.M.

6. Desired width of proposed bridge __________ Approx. length______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No__X___
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population_____X_________ Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?________________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No__X___

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No__X___

17. Does County wish sight posts installed? Yes______ No__X___

18. Does County wish State to permanently stripe project? Yes______ No__X___

19. Will County do striping? Yes______ No__X___

20. Does County wish guardrail installed? Yes______ No__X___
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No__X___
By seeding and mulching Yes______ No__X___
By rock blanket Yes______ No__X___
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No__X___

23. Can through traffic be detoured? Yes______ No__X___

24. Must new detour be constructed? Yes______ No__X___

Rev. 6/6/75

Project # OS-1800(1)

OFF-SYSTEM
COUNTY ROAD ~~FAS-C~~ PROJECT REQUEST

Name of County Klamath FAS No. Off-System Date June 26, 1975
County Road Name Squaw Flat
Section Name Hildebrand - Forest ~~Service~~ Boundary
Type of Project Improvement of existing dirt road
Location of Project (Attach sketch map) T.37S., R.11 1/2E., W.M., Klamath County
ADT 150 Design Speed 55 m.p.h.

Is this request for county bridge design only? Yes ___ No X
county FAS bridge design? Yes ___ No X
Will County hire consultant for this project? Yes ___ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Rock
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24'

2. Shoulders: Type Rock
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 4' Total Top Width 32'

3. Grading and Drainage:
By County ___ County Date of Completion ___ By Contract X

4. Bottom Base Course:
By County ___ County Date of Completion ___ By Contract X
Has base design been given to County? Yes X No ___
Will it be furnished? Yes X No ___

5. Leveling Course:
By County ___ County Date of Completion ___ By Contract X

6. Binder Course:
By County ___ County Date of Completion ___ By Contract ___

7. Traveled Surface and Shoulders:
By County ___ County Date of Completion ___ By Contract X

8. Clearing:
By County ___ County Date of Completion ___ By Contract X

9. Curbs:
Curbs Required? Yes ___ No ___
Type Desired ___
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ___

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 19, 1975

RECEIVED

Mr. David Fenton
Regional Federal Aid Engineer
State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Dave:

Please consider this letter and the enclosed material as an official request for Federal Aid funds to construct a portion of the Squaw Flat Road. This application is being made under Section 219 of Title 23, U.S.C., Off-System Roads Program, with 78 percent Federal and 22 percent County participation.

I have enclosed a rough-draft of a Project Environmental Assessment questionnaire and a Project Sketch Map which I trust will provide you with the necessary preliminary information for our application. We have completed a preliminary location field survey. If this project is approved, it will be constructed by a local, private contractor under the statutory bidding procedure.

The Squaw Flat Road is not on any Federal Aid Highway System, is toll free, is located in a rural area, is under the jurisdiction of and maintained by Klamath County and is open to public travel. The information shown on the Project Environmental Assessment form will show that this project meets the objectives and intent of the off-system program. The project has been selected by our citizens Roads Advisory Committee, approved by the Board of Commissioners and has been approved by Winema National Forest under a time-table to meet the demands of their timber sales in this area.

The Forest Service has scheduled timber sales in the Squaw Flat, Calico Springs and Bear Wallows Units and this project is integrated with their sales to permit a large volume of timber to be transported over a much shorter route to Klamath Falls. The other major benefit of this project is to provide a direct route to Klamath Falls from the rapidly-growing area of Sprague River, shortening the travelled distance by ten (10) miles, reducing traffic on Highway 140 and eliminating hazardous winter driving conditions over Bly Mountain.

Please do not hesitate to contact me for any further information that may be needed.

Very truly yours,

Lyle C. Smith

Lyle C. Smith
Director of Public Works

LCS:mc
Enc: Project Environmental Assessment

Off System
Klam. Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon. 97701
July 2, 1975

FILE: ENV

Project #
OS-1800(1)

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Off-System Project
Klamath Falls, Oregon

TO: Robert Prange
Rural Engineer
County-City Unit

Klamath County has submitted an Off-System project request. Enclosed is a letter of transmittal, project request form, Project Environmental Assessment, a vicinity map, and a typical section. A minor amount of non-significant right-of-way is involved, and the Public Works Department has been apprised of their requirements under Public Law 93-643. Please forward the assessment to the Environmental Section.

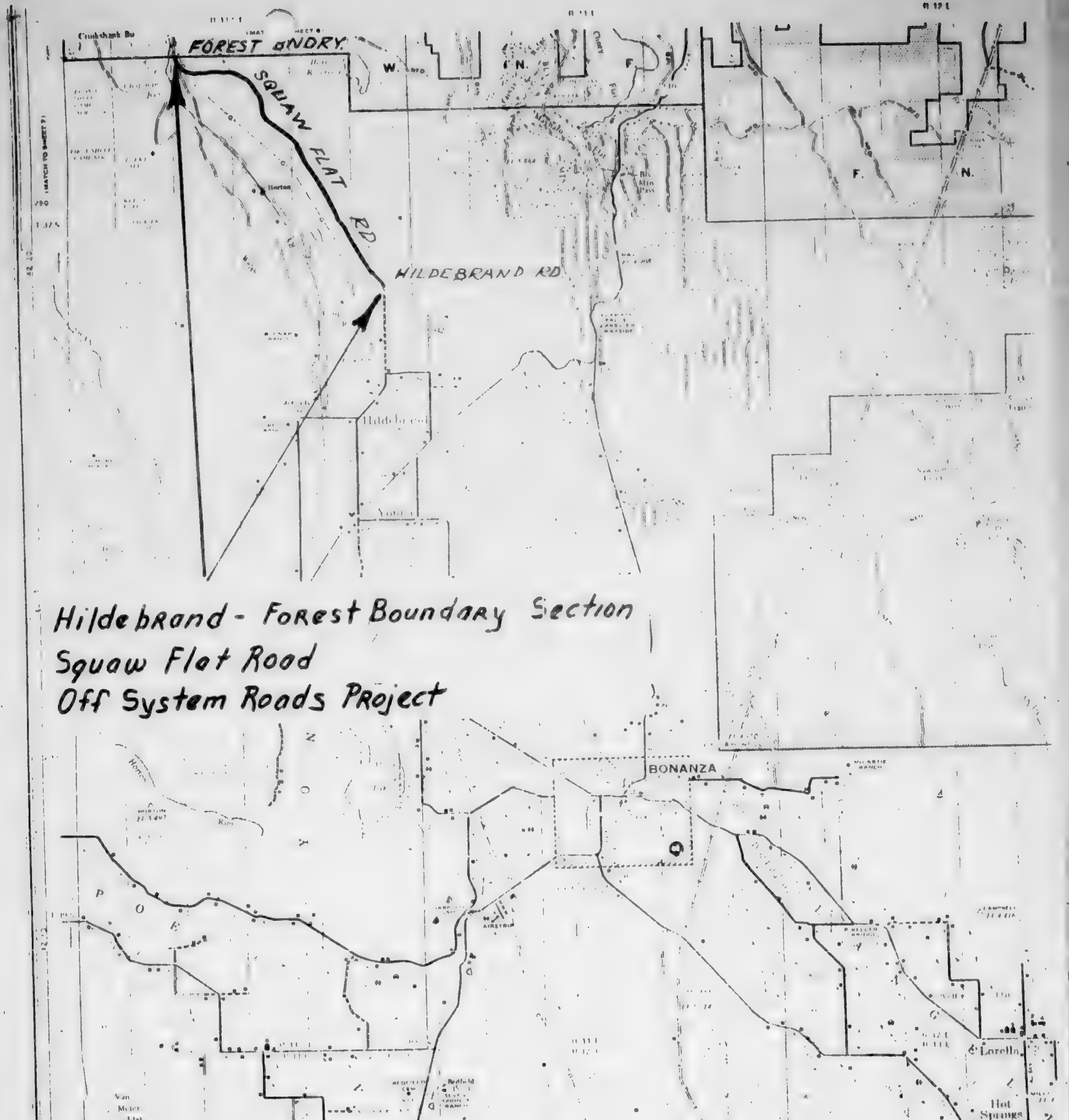
David Fenton

DSF:pw

Enclosure

Hal
H

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


FOREST BNDRY
SQUAW FLAT RD
HILDEBRAND RD
Horton
Hildebrand
BONANZA
AIRSTRIP
POE VALLEY
Van Meter Flat
Redfield
Lorella
Hot Springs
Willow Mdw

Hildebrand - Forest Boundary Section
Squaw Flat Road
Off System Roads Project

KLAMATH COUNTY
Proposed OSR Project

Project No. OS-1800(1)
Squaw Flat, Hildebrand-Forest Boundary Section
Grade, Drain and Surface
$300,000

Grade, drain and rock surface a roadway 32 feet in width. Klamath County will perform the engineering. State is to make up the plans and award the contract. Additional right-of-way is needed and the county will seek the assistance from the State Right-of-Way Section on this matter. Utilities are involved.

75-a
7/17/75

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316~~
683056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund

George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit ~~CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.~~

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit ~~CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.~~

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

ORIGINAL SIGNED BY
F. B. KLABOE

AGENDA
JUL 30 1975
4-f

SUBJECT Proposed Off-System Roads Projects

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Klam

DATE: September 29, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-1800(-)
Hildebrand-Forest Service Boundary
Squaw Flat Road
Klamath County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
S. HUNTE

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Dave Fenton, Reg Env.)

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO
Orig- Rulien cy Schneider
FOR
Info | Ins.S | R/C | D.R | Sign | Sat | File

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are discernible.

7. Potential for Controversial Issues:

No controversy is foreseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   3.5 acres; no improvements; one ownership. Based on the lack of improvements and type of habitat, right-of-way requirements are deemed not significant and a hearing would, therefore, not be required.

   Consequences:

   Minor.

2. Estimated Changes in Traffic Patterns:

   From seasonal use to commercial use. Will generate increased logging traffic and use of residents in Sprague River area as a closer and more usable route to Klamath Falls. 12 miles to Klamath Falls as compared to 22 miles via Highway 140.

   Consequences:

   Will divert Sprague River traffic from Highway 140; eliminate severe grade and hazardous driving conditions over Bly Mountain and provide a means to bring raw material (timber) to the Klamath Falls lumber mills.

3. Estimated Changes in Land Use:

   Residential use should not be stimulated, due to zoning and land use regulations, but 3.5 acres of extensive rangeland will be converted to transportation uses.

   Consequences:

   Minor. The land required for new right-of-way presently receives only light grazing pressure, and for just a few months of each year.

4. Expected Adverse Effects on Natural Ecological Resources:

   Should not significantly increase "people use" of the surrounding area. Hunters use this road now, but improvement is not likely to increase this seasonal use.

   Consequences:

   Minor. Some loss of typical sagebrush/juniper habitat, but no critical areas or endangered species are involved.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effects are anticipated.

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Rolling-hilly topography; rocky soil; sagebrush, junipers, some commercial trees. No streams or rivers. Mainly on a hillside--no major drains. Remote. Undeveloped area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Outlying area--no residences. Land Use is agriculture-forestry. Some minor spring grazing--land is mainly rocky, sagebrush, juniper trees--some commercial trees. Road is mainly on a hillside above any agricultural area. No impact from noise, air pollution, etc.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing county right-of-way except 3.5 acre for realignment. Rock and sagebrush--spring grazing only.

Typical Section County standard. 2 travel lanes, shoulders.

Structures Drainage culverts as needed.

Characteristics (ADT) Present - 20. Completed - 150. Commercial timber haul will transport 24.5 million board feet from 1976-1980.

Other General Information (or Supplemental information to items) The present road is narrow, dirt construction, rocky in places, fair weather road only and used primarily by hunters--not recommended for passenger type vehicles.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location and right-of-way is established. No alternate design except paving which will be 3" x 24' A/C when 4 mile portion within Forest Service boundary is completed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☒ Required

ORIGIN AND HISTORY: (cont.)

standard; Forest Service and County cooperation will complete center section (4 mi.); County will pave entire route when feasible. This section to gravel standard will allow log haul on scheduled timber cut to mills at either Chiloquin or Klamath Falls.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 8-27-75

A. PROJECT IDENTIFICATION

Name of Project Hildebrand-Forest Service Boundary (Section) OS-1800 (–)

Location of Project Squaw Flat (Highway Name) County Road No. 1101 (Highway No., US - ORE)

(City) Klamath (County) 4 (Region)

Program Off-System Roads (Funding) $300,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the road to serve raw material and energy source (timber-24.5 M.B.P 1976-80), foster small business contractors, create employment of local labor, including minorities, and provide all-weather access to Sprague River area, shortening the route by 10 miles, saving fuel consumption and eliminating adverse grade and hazardous winter driving over Bly Mountain.

Origin and History: Old Indian road--north end from Sprague River to Forest Service boundary (1.5 mi) reconstructed to gravel base by County in 1971; project delayed by lack of funds; this section will complete south end to Forest Service boundary to same

(cont. Page 1A)

C. DESCRIPTION OF PROJECT

Length 5.6 miles

Termini Southerly - 1.5 miles north of Colahan Road.

Northerly - U.S. Forest Service Boundary.

Alignment ☐ New ☒ Existing ☐ Combined One small section of new alignment to avoid rocky hill, requiring additional right-of-way.

CATEGORY
3 PROJECT

non-major

(Form (1) 9-74)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 29, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-1800(-)
Hildebrand-Forest Service Boundary
Squaw Flat Road
Klamath County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Dave Fenton, Reg Env.)

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO Rulien
FOR
Info | Inv. S | R/E | D.R | S.E.O | | File

cy Schneider

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE REPORTS		
PROG. & SCHEDULE		
REMARKS:		

SEP 30 1975

BEN GIFFORD

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON
October 3, 1975

FROM: L. W. Ru[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Hildebrand-Forest Service Boundary
Squaw Flat Road
Klamath County
includes
Forest Boundary-Colahan
Rd. Sec.

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 10-3-75

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
OCT 14 1975
ROAD DESIGN SECTION

Svenson
R. Olson
Trout

Requires Reply
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Klamath
Co.

October 15, 1975

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5467

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Hildebrand-Forest Service Boundary Section of the Squaw Flat Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

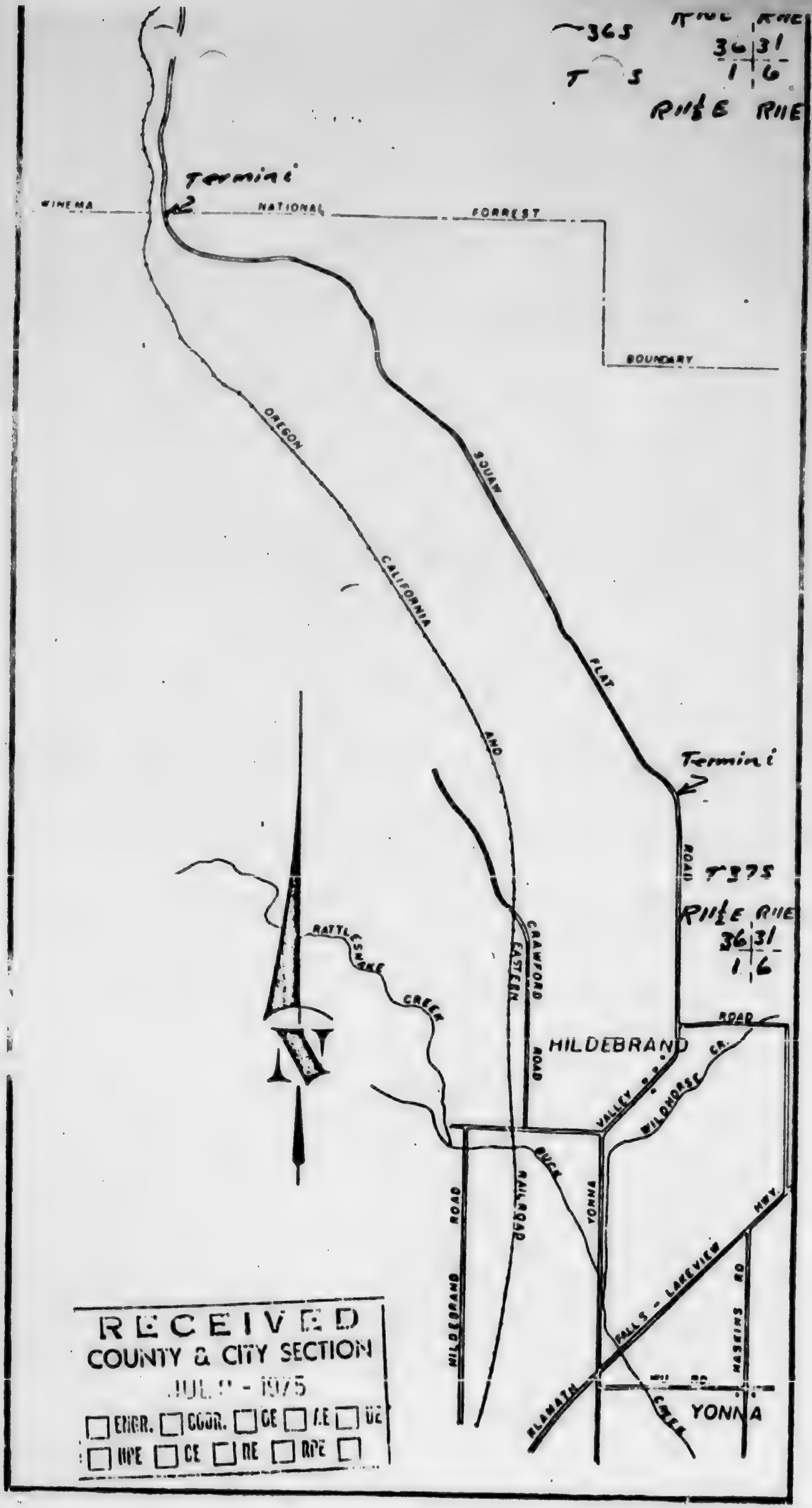
Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)


T 36 S
R11E R11E
36 | 31
1 | 6
R11½E R11E
Termini
WINEMA NATIONAL FORREST BOUNDARY
OREGON CALIFORNIA AND EASTERN RAILROAD
SQUAW FLAT ROAD
Termini
T 37 S
R11½E R11E
36 | 31
1 | 6
RATTLESNAKE CREEK
N
CRAWFORD ROAD
ROAD
HILDEBRAND
VALLEY R.R.
WILDHORSE CR.
BUCK CREEK
YONNA
HILDEBRAND ROAD
KLAMATH FALLS - LAKEVIEW HWY.
HASKINS RD
RD.
YONNA

RECEIVED
COUNTY & CITY SECTION
JUL [illegible] - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION·

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other________________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are discernible.

7. Potential for Controversial Issues:

No controversy is foreseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   3.5 acres; no improvements; one ownership. Based on the lack of improvements and type of habitat, right-of-way requirements are deemed not significant and a hearing would, therefore, not be required.

   Consequences:

   Minor.

2. Estimated Changes in Traffic Patterns:

   From seasonal use to commercial use. Will generate increased logging traffic and use of residents in Sprague River area as a closer and more usable route to Klamath Falls. 12 miles to Klamath Falls as compared to 22 miles via Highway 140.

   Consequences:

   Will divert Sprague River traffic from Highway 140; eliminate severe grade and hazardous driving conditions over Bly Mountain and provide a means to bring raw material (timber) to the Klamath Falls lumber mills.

3. Estimated Changes in Land Use:

   Residential use should not be stimulated, due to zoning and land use regulations, but 3.5 acres of extensive rangeland will be converted to transportation uses.

   Consequences:

   Minor. The land required for new right-of-way presently receives only light grazing pressure, and for just a few months of each year.

4. Expected Adverse Effects on Natural Ecological Resources:

   Should not significantly increase "people use" of the surrounding area. Hunters use this road now, but improvement is not likely to increase this seasonal use.

   Consequences:

   Minor. Some loss of typical sagebrush/juniper habitat, but no critical areas or endangered species are involved.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effects are anticipated.

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Rolling-hilly topography; rocky soil: sagebrush, junipers, some commercial trees. No streams or rivers. Mainly on a hillside--no major drains. Remote. Undeveloped area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Outlying area--no residences. Land Use is agriculture-forestry. Some minor spring grazing--land is mainly rocky, sagebrush, juniper trees--some commercial trees. Road is mainly on a hillside above any agricultural area. No impact from noise, air pollution, etc.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing county right-of-way except 3.5 acre for realignment. Rock and sagebrush--spring grazing only.

Typical Section County standard. 2 travel lanes, shoulders.

Structures Drainage culverts as needed.

Characteristics (ADT) Present - 20. Completed - 150. Commercial timber haul will transport 24.5 million board feet from 1976-1980.

Other General Information (or Supplemental information to items)
The present road is narrow, dirt construction, rocky in places, fair weather road only and used primarily by hunters--not recommended for passenger type vehicles.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location and right-of-way is established. No alternate design except paving which will be 3" x 24' A/C when 4 mile portion within Forest Service boundary is completed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

ORIGIN AND HISTORY: (cont.)

standard. Forest Service and County cooperation will complete center section (4 mi.); County will pave entire route when feasible. This section to gravel standard will allow log haul on scheduled timber cut to mills at either Chiloquin or Klamath Falls.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 8-27-75

A. PROJECT IDENTIFICATION

Name of Project Hildebrand-Forest Service Boundary (Section) OS-1800 (-)

Location of Project Squaw Flat (Highway Name) County Road No. 1101 (Highway No., US - ORE)

(City) Klamath (County) 4 (Region)

Program Off-System Roads (Funding) $300,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the road to serve raw material and energy source (timber-24.5 M.B.P 1976-80), foster small business contractors, create employment of local labor, including minorities, and provide all-weather access to Sprague River area, shortening the route by 10 miles, saving fuel consumption and eliminating adverse grade and hazardous winter driving over Bly Mountain.

Origin and History: Old Indian road--north end from Sprague River to Forest Service boundary (1.5 mi) reconstructed to gravel base by County in 1971; project delayed by lack of funds; this section will complete south end to Forest Service boundary to same

(cont. Page 1A)

C. DESCRIPTION OF PROJECT

Length 5.6 miles

Termini Southerly - 1.5 miles north of Colahan Road.

Northerly - U.S. Forest Service Boundary.

Alignment ☐ New ☒ Existing ☐ Combined One small section of new alignment to avoid rocky hill, requiring additional right-of-way.

CATEGORY 3 PROJECT

non-major

(Form (1) 9-74)

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/16/75

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by Klamath County as an Off-System type project.

Minor right-of-way is required, however, a public hearing is not anticipated.

(Attachment)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only 1-8] PNRS #

Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Hildebrand-Forest Boundary

11 12] PROJECT LOCATION—CITY: Squaw Flat Road Northerly of Dairy — PROJECT LOCATION—COUNTY: Klamath — PROJECT LOCATION [79 SEC: T: 37 S R: 11½ E.

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work to improve 5.6 miles of Squaw Flat Road which [71

07 12] will provide an all-weather access to the Sprague River area. [71

08 12] [71

09 12] [71

10 12] (See Attachment for details) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
234,000	----	----	66,000	----	300,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: October 16, 1975

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November — 43] DAY [44: 17 — 45] YEAR [46: 1975

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 16, 1975

TO

Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning
& Coordinating Council
Lake County Courthouse
Lakeview, Oregon 97630

FROM

George N. Hopkins

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 11
Hildebrand-Forest Boundary
Squaw Flat Road Northerly of Dairy
Klamath County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 17, 1975.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
Carl M. Williams, Reg. Engr.
J. L. Gunter, Dist. Engr.
Aeronautics Div.

Form 81-734-3122

This project is a suburban arterial street upon which the County force accounted the excavation, rock production, and rock placement. The paving, curbs, gutters and sidewalks were constructed by private contractors under our supervision. The personnel we are requesting to be certified performed all engineering, staking and inspections for the above mentioned project.

SUMMERS LANE

July, 1975 $105,011.65

This is another suburban street approximately 1.2 miles in length which has curbs, gutters and sidewalks and was performed in the same manner as Shasta Way.

At the present time, two of the applicants are certified by the State for Bridge Inspection. They are Charles Whitlatch and Bob Dearing.

Schooling was not mentioned in our previous letter. Schooling for the applicants are as follows:

Lyle C. Smith: A graduate of Oregon State University in Engineering. The remaining applicants are graduates of Oregon Institute of Technology.

If additional information is requested, please notify me.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

October 28, 1975

David S. Fenton
Federal Aid Engineer
Oregon State Highway
P.O. Box 1249
Bend, OR 97701

Dear David:

Thank you very much for your letter of October 23, 1975 inquiring if Klamath County's personnel would like to be certified to do the construction and engineering on our Off-System application (Squaw Flat Road). Klamath County would like to request that all personnel submitted be certified for both preliminary and construction engineering.

As you requested, the major preliminaries performed by Klamath County are as follows:

CAMP SIX ROAD

1970-71	$ 77,705.93
1971-72	$ 75,787.74
1972-73	$104,809.93
1973-74	$ 83,649.39
1974-75	$373,694.10
Total	$715,647.09

The Camp Six Road is a road on which Klamath County performed the preliminary engineering and construction engineering. County forces performed all construction consisting of sub-grade work, rock production, rock placement, final grading and paving. All of this project was engineered, staked and inspected by the personnel to be certified. This project is a rural project similar to our Squaw Flat Road application and is located near the Town of Bly.

The project of a different nature was:

SHASTA WAY

1972-73	$ 1,464.93
1973-74	$181,726.91
1974-75	$ 33,673.09
Total	$216,864.93

Salem
November 5, 1975

FRom L. W. Rulien
Project Management Engineer

Policy and Procedure

To Regional Engineers

Effective immediately it will no longer be necessary for the Highway Division to obtain FHWA approval of requests to allow local governments to perform the engineering on federal-aid projects.

The Highway Division is still responsible to FHWA for the adequacy of the engineering work performed by the local governments and consequently will make the final decision on all future requests.

There is a serious need for time-saving techniques which provide for a timely response in our dealings with local governments. This change in procedures provides us with the rare opportunity of reducing the time and paper in responding to a local request. Consistent with the policy of keeping the decision maker close to the problem the Regional engineer will, in the future, analyze the request, and make the final determination as to whether or not a county or city is adequately staffed and suitably equipped to perform P.E. and Construction engineering on federal-aid projects.

In considering a request from a county or city the Regional engineer should analyze:

a. The qualifications and experience of the supervisory personnel and determine that minimum registration requirements are met.
b. The quantity and type of testing and construction engineering equipment available.
c. A summary of large public works projects recently designed and constructed by the local agency.

After the determination is made by the Regional engineer a copy of his response to the county or city along with a copy of the material on which the decision was based is to be forwarded to the Project Management Engineer for inclusion in the federal-aid project file.

GNH:dp

cc: F.B. Klaboe
E.S. Hunter
H.S. Coulter
Hal Versteeg
Victor Wolfe
Don Harwell

PE/CE
Klam Co

Salem, Oregon
January 5, 1976

Robert H. Prange
Rural Engineer

County Engineering
Federal Aid Projects
Klamath County

Mr. Dave Fenton
Region 4 Federal Aid Engineer
Bend

Attached is Klamath County's resume of engineering capabilities for your use in determining the county's ability to perform preliminary and construction engineering. As stated in L. W. Rulien's letter to all Regional Engineers November 15, 1975, this determination is now the responsibility of the Regional Engineer.

If the Region Engineer feels that Klamath County has the staff and the expertise to perform either one or both preliminary and construction engineering, some type of certification should be sent to the county informing them of the Regional Engineer's determination with a copy to this office.

Once the county is certified to perform engineering, they should submit an estimate of preliminary engineering costs for the Hildebrand-Forest Boundary Section, Klamath County's Off-System project on Squaw Flat Road. This estimate, together with the state's anticipated preliminary engineering costs, will be submitted to FHWA for preliminary engineering program approval. Only after FHWA approval can the county perform any engineering work and expect federal reimbursement.

RHP:sch

Attachment

Bp

OSR
Klam Co

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 6, 1976

Mr. Lyle C. Smith
Director of Public Works, Klamath County
Veterans' Memorial Building
Klamath Falls, OR 97601

Dear Lyle:

The qualifications of you and your staff, along with the scope of work you have accomplished in previous years, have been reviewed. You are certified to perform preliminary engineering (P. E.) on the Hildebrand-Forest Boundary section of Squaw Flat Road. Please submit an estimate of P. E. costs for this project to us as soon as possible. This estimate, together with the estimate for the State's work, will be submitted to the FHWA for approval. Only after this approval is obtained can reimbursable work begin.

I will certify your office to perform construction engineering after one or more of your men becomes a qualified materials inspector. Your staff and their experience are adequate in all other respects. We will conduct a material inspector school prior to this construction season, and you are invited to send one or more of your men.

This school covers the techniques, methods and equipment for soil compaction testing, rock compaction testing, asphalt sampling and other items pertinent to operating within federal specifications. Completion of the course will qualify those attending as inspectors. We will let you know the exact date and location of the school as soon as it is scheduled.

Yours very truly,

Carl M. Williams
Regional Engineer

CMW:mr

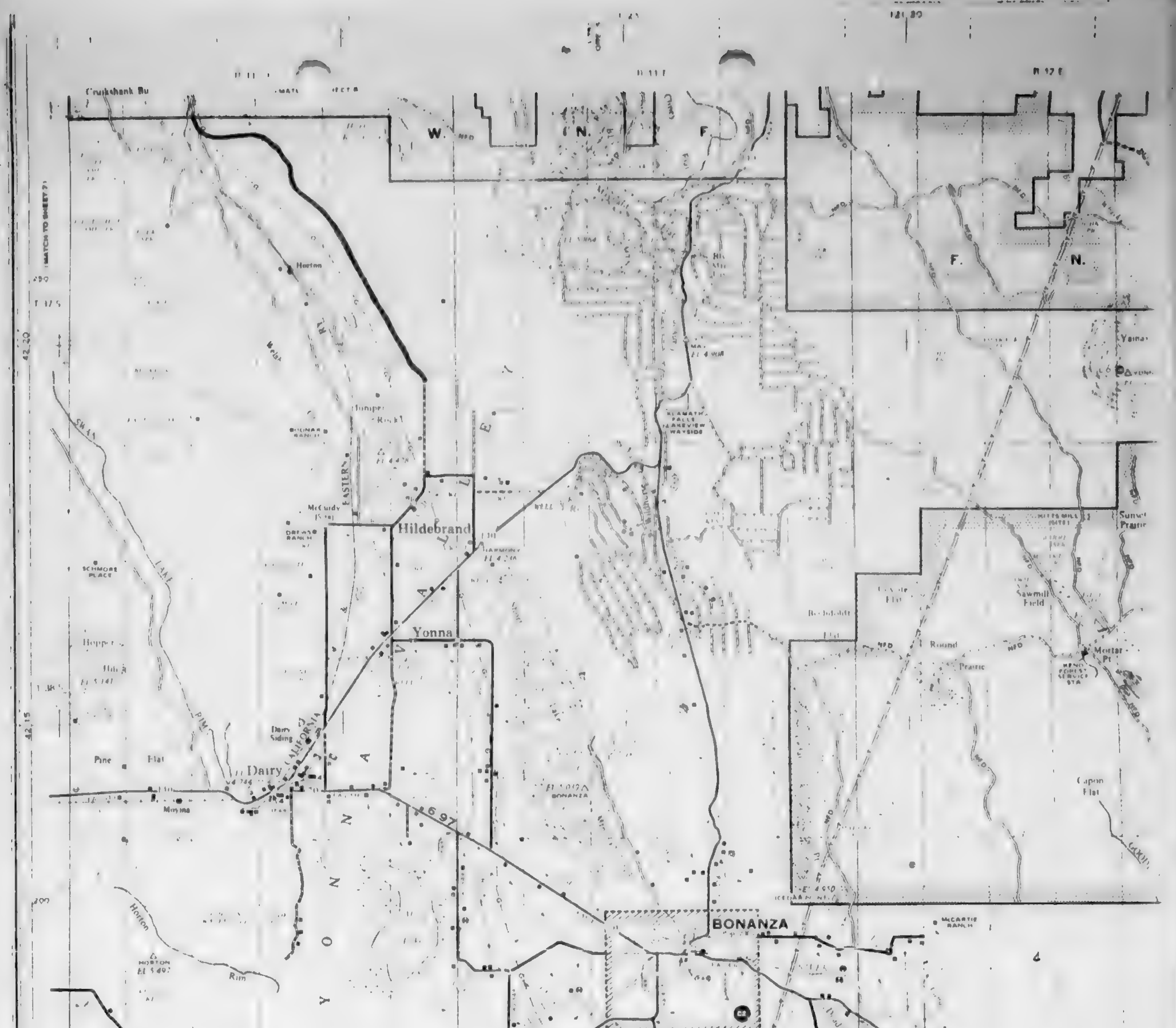
cc: ~~L. W. Rulien~~
E. J. Dunn
Victor D. Wolfe
Hal Versteeg

Prange

RECEIVED
COUNTY & CITY SECTION
JAN 9 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☐ UPE ☐ CR ☑ RE ☑ RPE ☐

MANAGEMENT SECTION
ROUTING
ENGINEER
JAN 7 1976
AID
INVENTORY-NEED
PROG. & SCHEDULE
REMARKS:

Form 81-734-3122


Cruikshank Bu
MATCH TO SHEET 2
121 30
R 12 E
W.
N.
F.
F.
N.
Horton
Juniper Rock
Hildebrand
Yonna
Dairy
Dairy Siding
Pine Flat
Schmore Place
Hopper
Mervina
Klamath Falls Lakeview Wayside
Bonanza
BONANZA
McCartie Ranch
Y O N N A
V A L L E Y
P O E
V A L L E Y
Horton Rim
Harpold Dam
Airstrip
Keller Bridge
Campbell
Wolf Flat
Langell
L A N G E L L
Lorella
Hot Springs
R 11 E
R 12 E
R 13 E
Van Meter Flat
Dodds Hollow
Bedfield
Seven Springs Ranch
Buck Butte
Hamaker
Willow Mdw
S A N D
Round Prairie
Sawmill Field
Sunset Prairie
Yainax
Mortar Pt
Capon Flat
42 20
42 15
42 10
42 05
T 39 S
T 40 S
6 97

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved: 11/18/75

Council of Governments:

U. S. Army:

Approved by D.O.T.: July 30, 1975

ADT: 100 present DHV: 10

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OSR
Klam Co

Salem
January 26, 1976

RHP
by Robert H. Prange
Rural Engineer

OSR Program Request

Project #OS-1800(1)

To Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Klamath Section: Hildebrand-Forest Boundary Section
Squaw Flat Road

Termini: Approximately 10 miles northeast of the City of Klamath Falls

Proposed Work: All phases of preliminary engineering, grade, base and surface

Project Length: Approximately 5.6 miles

Costs	Total	Federal	County
P.E. County	$ 15,000	$ 11,700	$ 3,300
State	3,000	2,340	660
Construction	282,000	219,960	62,040

Existing Facilities: South 1-1/2 mile is a 28-foot gravel surface and the remainder is dirt with top width of 26 feet

Adjacent Sections: North End-26-foot top width-dirt
South End-24-foot oil mat with 2-foot gravel shoulders

Project Data: Grade, drain, base and surface an existing roadway on improved alignment to a gravel top width of 32 feet. Roadway must be kept open during construction.

State to make plans and specifications and award the contract.

County is to do the engineering and acquire additional right-of-way.

Right-of-Way: 60-foot minimum Access Control: None

Railroad Crossing: None

Minimum Design Standards: Minimum standards or greater.

System Action: Off-System Project

Route Data: Log hauling and recreation route

Public Hearing: Not required

Environmental Assessment: 10/3/75

Park and Recreation Area Affected: None in area

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

File this → OSR Klam Co

MEMORANDUM TO THE FILES

DATE: January 29, 1976

FROM: D. N. Harwell
County-City Engineer

RE: Klamath County

On Thursday, ~~February~~ 15, I met with Klamath County Public Works officials, Messrs. Lyle Smith, Public Works Director; Earl Kessler, Assistant; and Francis Robertson, Surveyor. Various matters were discussed relative to road and street problems in the Klamath County area.

They indicated that a great concern is the Washburn Way project between 6th Street and the south city limits of Klamath Falls. Right-of-way acquisition and construction should be undertaken at the earliest date possible, preferably with a spring letting rather than one of early summer, because of need, hazards, safety, potential build-up, whatever. This is a vital concern to the council, the Roads and Streets Committee of the area, the city and the county.

Hwy 420

Another matter of concern was the Southside Bypass and FAS route lying southerly of the City of Klamath Falls. The county currently has underway an extensive right-of-way program, 100 percent county funded, with acquisition being handled by the State Highway Division. They met with Oregon Transportation Commission in December with a plea that funds from the Malin Junction-Henley Section be transferred to the Southside Bypass. Mr. Jackson, Chairman of the Transportation Commission, told them he would give them a reply probably by February. Mr. Smith is very concerned that proper language and procedures be adhered to relative to environmental statements, programing, offering and holding of necessary public hearings, etc. Region 4, County-City Unit, and other sections within the Highway Division will be working very close with Klamath County relative to this proposed improvement, especially if funds are transferred to this proposed project.

OSR

Another concern is that of their Off-System project on Squaw Flat Road lying between Klamath Falls-Lakeview Highway and the community of Sprague River. There is only one parcel of right-of-way to acquire they propose to obtain through the services of the Oregon State Division in conformance with the rules and regulations. Klamath County is engineering this project and is looking very wholehartedly at this program in anticipation that it would be extended for future federal grants of this nature for local government. They also are proposing to send at least two or more of their county employees to a state inspection school where they may be fully qualified to perform both preliminary and construction engineering and be cognizant of all rules, regulations, policies and procedures that both the state and federal programs follow.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

RAND-FOREST BOUNDARY SECTION

ROJECT NO. OS-1800(1)

erly 1 1/2 miles of roadway is a 28-foot gravel
ing 4.1 miles is a 26-foot dirt road.

surface with 2-foot gravel shoulders.
oved dirt road.

r this project consists of the following:

eering all phases.
e and rock surface to provide a 32-foot gravel
basically the existing alignment with one small
ignment.

onstruction engineering will be performed by
rces with review and contracting by State

sign Standards: None

Approximately 3.5 acres required for new alignment
ocation involved, and county to acquire.

Railroads, Water Developments, Historical and
one involved.

Non-major action project concurred in by FHWA

IM 50-1-70 Requirements:

State Clearinghouse--A-95 review approval letter dated November 18, 1975.
District 11 Clearinghouse--Non-functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a log hauling and recreation route.

Note: This project is in Congressional District No. 2.

HILDEBRAND-FOREST BOUNDARY SECTION

PROJECT NO. OS-1800(1)

Existing Facility: Southerly 1 1/2 miles of roadway is a 28-foot gravel surface and the remaining 4.1 miles is a 26-foot dirt road.

Adjacent Sections:

S. End--24-foot oil mat surface with 2-foot gravel shoulders.
N. End--26-foot unimproved dirt road.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain, base and rock surface to provide a 32-foot gravel surface roadway on basically the existing alignment with one small section of new alignment.

Note: Preliminary and construction engineering will be performed by Klamath County forces with review and contracting by State forces.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: Approximately 3.5 acres required for new alignment from one owner, no relocation involved, and county to acquire.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on September 29, 1975.

IM 50-1-70 Requirements:

State Clearinghouse--A-95 review approval letter da
18, 1975.
District 11 Clearinghouse--Non-functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon A
(Category 3 Project).
(b) Location/Design--Not a factor in the developm
project.

Route Data: This is a log hauling and recreation ro

Note: This project is in Congressional District No.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

ECT LOCATION (65 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. approx. 10 mi. N.E. of Klamath Falls, NW		CHV 10 100	160	96	10	Oregon	41	627	20

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
k surface								OS-	1800	(1)		

PROJECT NUMBER
I. Projects Only

ection 219) Off-System Roads

COUNTY NAME	CODE	PROGRAM STAGE
Klamath	035	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	----

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd. approx. 10 mi. N.E. of Klamath Falls NW	5.6	18,000	14,040	----	3,960 (Co.)	P.E. all phases; Gr., Dr. rock surface a 32-foot top width roadway.
W								
NST		"Hildebrand-Forest Boundary Section"	5.6	282,000	219,960	----	62,040(Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none.
CL		PROJECT TOTALS	5.6	300,000	234,000	----	66,000 (Co.)	

AL DATES

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. approx. 10 mi. N.E. of Klamath Falls, NW	ADT	PRESENT DHV 10 100	FUTURE 160	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., Rock surface	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 1800

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME Klamath		CODE 035
	NAME OF URBAN AREA ----	ROUTE NO. FEDERAL-AID Non	STATE Co. Rd.	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd. approx. 10 mi. N.E. of Klamath Falls NW	5.6	18,000	14,040	----	3,960 (Co.)
5					ROW							
5					CONST (CODE) 2010		"Hildebrand-Forest Boundary Section"	5.6	282,000	219,960	----	62,040(Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	5.6	300,000	234,000	----	66,000 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

January 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-1800(1)

We are submitting program data for one project, Item No. 20, Project No. OS-1800(1), "Hildebrand-Forest Boundary Section", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $18,000 with an obligation of $14,040 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $282,000 with an obligation of $219,960 in federal funds.

A copy of the State Clearinghouse A-95 review approval letter was previously forwarded.

CL:md

cc: C. M. Williams (Region 4)

PRO 6-2

January 30, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Off-System Roads Project.

Item No.	Project No.	Section Name & PNRS No.
20	OS-1800(1)	Hildebrand-Forest Boundary Section #7510-2-480

CL:md

Encl.

cc: D. E. Swan (2)

ID-FOREST BOUNDARY SECTION

JECT NO. OS-1800(1)

ly 1 1/2 miles of roadway is a 28-foot gravel
g 4.1 miles is a 26-foot dirt road.

urface with 2-foot gravel shoulders.
d dirt road.

this project consists of the following:

ring all phases.
nd rock surface to provide a 32-foot gravel
asically the existing alignment with one small
nment.

struction engineering will be performed by
es with review and contracting by State

gn Standards: None

Approximately 3.5 acres required for new alignment
ation involved, and county to acquire.

ailroads, Water Developments, Historical and
e involved.

Non-major action project concurred in by FHWA

IM 50-1-70 Requirements:

State Clearinghouse--A-95 review approval letter dated November 18, 1975.
District 11 Clearinghouse--Non-functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a log hauling and recreation route.

Note: This project is in Congressional District No. 2.

HILDEBRAND-FOREST BOUNDARY SECTION

PROJECT NO. OS-1800(1)

Existing Facility: Southerly 1 1/2 miles of roadway is a 28-foot gravel surface and the remaining 4.1 miles is a 26-foot dirt road.

Adjacent Sections:

S. End--24-foot oil mat surface with 2-foot gravel shoulders.
N. End--26-foot unimproved dirt road.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain, base and rock surface to provide a 32-foot gravel surface roadway on basically the existing alignment with one small section of new alignment.

Note: Preliminary and construction engineering will be performed by Klamath County forces with review and contracting by State forces.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: Approximately 3.5 acres required for new alignment from one owner, no relocation involved, and county to acquire.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on September 29, 1975.

IM 50-1-70 Requirements:

State Clearinghouse--A-95 review approval letter da
18, 1975.
District 11 Clearinghouse--Non-functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon
(Category 3 Project).
(b) Location/Design--Not a factor in the develop
project.

Route Data: This is a log hauling and recreation ro

Note: This project is in Congressional District No.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 30, 1976

CT LOCATION (45 typewriter spaces): Rd. approx. 10 mi. N.E. of Klamath Falls, NW (65)

ADT — PRESENT: DHV 10 / 100 — FUTURE: 160 (66) (70) — YEAR: 96 (71) (72)

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 (2) (3)

APPN CODE: 627 (4) (9)

ITEM NO.: 20 (14) (18)

RK (35 typewriter: ck surface (62)

NATL. FOREST: (63) (65)

FH ROUTE NO.: (66) (68)

SUPV AGCY: (69)

DA CLASSIF.: (70)

DA AREA: (71)

ENERG. YR.: (72) (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER — PREFIX LETTER(S): OS- (14) (23) — NUMBER: 1800 (7) — SEQ. NO.: ( ) (13)

I. Projects Only — POST MI.: (24) (26) — DESIG.: (27)

Section 219) Off-System Roads

COUNTY NAME: Klamath — CODE: 035 (14) (16)

ROUTE NO. — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) — U.S.: (37) ---- (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	93	Co. Rd. approx. 10 mi. N.E. of Klamath Falls NW	(54) (58)	(59) (66)	(67) (76)			P.E. all phases; Gr., Dr. rock surface a 32-foot top width roadway.
			5.6	18,000	14,040	----	3,960 (Co.)	
W								
NST oc) 0		"Hildebrand-Forest Boundary Section"	5.6	282,000	219,960	----	62,040(Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none.
CL		PROJECT TOTALS	5.6	300,000	234,000	----	66,000 (Co.)	
				(19) (23)	(24) (33)	REMARKS		

VAL DATES
X
978

N DIVISION

-Over-

RECEIVED
COUNTY & CITY SECTION
FEB [illegible] 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ DS
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	January 30, 1976

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd. approx. 10 mi. N.E. of Klamath Falls, NW		DHV 10 100	160	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	P.E., Gr., Dr., Rock surface								OS-	1800

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	(Section 219) Off-System Roads	Klamath	035

NAME OF URBAN AREA	ROUTE NO. FEDERAL-AID	STATE	U.S.
----	Non	Co. Rd.	----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd. approx. 10 mi. N.E. of Klamath Falls NW	5.6	18,000	14,040	----	3,960 (Co.)
5					ROW							
5					CONST (CODE) 2010		"Hildebrand-Forest Boundary Section"	5.6	282,000	219,960	----	62,040(Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		CL		5.6	300,000	234,000	----	66,000 (Co.)

PROGRAM APPROVAL DATES

FEB 9 1976

FHWA OREGON DIVISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	2-9-76
BY (Signature)	L. W. Rulien's letter of 1-30-76
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
20	OS-1800(1)	5.6	300,000	234,000	Hildebrand-Forest Boundary Section Klamath County State of Oregon	Preliminary Engineering, Grade, drain, and rock surface

RECEIVED
COUNTY & CITY SECTION
1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-9-76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

OSR - Klam Co

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: C 800(1)

STATE PROJECT NO.: Hildebrand-Forest Boundary Section

COUNTY NAME: Klamath

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-20

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

2-9-76

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
FEB 1[illegible] 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ [illegible]E
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Hal
H

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-9-76	2-9-76	Non-Federal-aid
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:

County Road approximately 10 miles NE of Klamath Falls

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain, and rock surface.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $18,000
Federal funds $14,040
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-9-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-30-76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $282,000 - Federal funds $219,960 in accordance with the procedures of your approved Secondary Road Plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-9-76	G K Hossm for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OSR
Klamath Co

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Forest Service Boundary-Hildebrand
Highway: Squaw Flat Road
County: Klamath

Date: March 1 1976
Authorization No. 1
Survey Prefix: 218-1917 (Assigned by Salem office)

Description of termini, route, length, etc.:

This Authority for Survey is to establish engineering funds for ODOT personnel to perform engineering in conjunction with Klamath County personnel.

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

Review plans, Specifications and any other incidental items that may be required in the design stages.

Estimate of cost:

Field	901	1,500
Design	905	2,000
Soils	910	250
Utilities	914	250
Project Mgt.	920	250
Specifications	921	750
Environmental	923	750

OS-1800(1)
2/9/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey: $5,750
Previous authorization:
Additional authorization requested:
Additional authorization approved (Salem):
Total all authorizations approved (Salem):

Requests made by:
E. J. Dunn — E J Dunn
Field Engineer

Recommended for Approval:
for
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P.E. APPR. 2-9-76
FED. AID OS

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

May 7, 1976

Mr. Dave Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

REF: SQUAW FLAT ROAD,
RURAL OFF-SYSTEM APPLICATION

Dear Dave:

An error in our Project Request dated June 26, 1975 has been called to my attention. The design speed was erroneously submitted as 55 m.p.h.

The horizontal and vertical alignment of the completed road, together with the gravelled surface, will necessitate a minimum design speed of 30 m.p.h. I will appreciate the necessary corrections.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

OSR
Klam Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 10, 1976

FILE: 218-1917

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Harold Reynoldson
Rural Programs Engineer

SUBJECT: Hildebrand-Forest Service Boundary
Off-System Project
Klamath County
Prefix: 218-1917

Enclosed is a letter from the Klamath County Director of Public Works, changing the design speed on this project from 55 MPH to 30 MPH

Dave

DSF:pw
cc: Dave Carter

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

218-1917

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6-2

May 20, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulian
Project Management Engineer

SUBJECT Program Change
Project No. OS-1800(1)
Hildbrand-Forest Service Boundry Section

We hereby request your approval of a program change on the subject project to include in the charactor of proposed work "Acquisition of Right of Way".

The right-of-way to be acquired consists of approximately 3.2 acres of unimproved land from two property owners which is required to realign a short section of roadway to eliminate a sharp curve. No relocation will be involved as a result of acquiring this needed right-of-way.

We request concurrent with approval of the program change, authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $2,000 with an obligation of $1,560 in federal funds.

CL:re

cc: J. R. Oakes
H. Renoldson
D. E. Swan
F. Lowe

RECEIVED
COUNTY & CITY SECTION
MAY 21 1976
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Form 81-734-3123

OSR
Klam Co

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 28, 1976

FILE:

FROM: Adele L. Egan
R/W Office Manager

TO: Harold Brainerd
R/W Supervisor

SUBJECT: Files 49170 & 49171
Forest Boundary-Hildebrand Section
Squaw Flat County Road
Klamath County

Attached you will find two original option forms in sextuplet covering right of way to be acquired in connection with Forest Boundary-Hildebrand Section of the Squaw Flat County Road in Klamath County. This contract is scheduled for letting of July 29, 1976.

The Federal Aid Project Number is OS-1800(1).

Do not appraise or negotiate until notified by John Oakes.

Enclosed for your information are copies of the Authorization List, Mr. Scott's letter of May 2, 1976 and a tax lot and R/W acquisition map.

We are attaching three prints of map 1R-4-610 covering this area and bearing our date of May 26, 1976.

File No.	Name	Area
49170	Drew, William N.	3.09 acres
49171	Chapman, L. E.	0.06 acre

AC/bma
Enc. (18)

cc: Carl Williams
Milner Mead
Frank Lowe
Title
Fred Jeter
Armand Riveness
Don Harwell

RECEIVED
COUNTY & CITY SECTION
MAY 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OSR, Klam Co

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-1800(1)

STATE PROJECT NO.: Hildebrand-Forest Boundary

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Klamath

ITEM NO.: OS-20

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ DPE ☐ CE ☑ RE ☒ RPE ☐

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6/1/76

FEDERAL ROUTE NUMBER: Non-Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road approximately 10 miles NE of Klamath Falls

GENERAL DESCRIPTION OF WORK:

Program change and acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
Program Change

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/20/76 letter I approve the program change to include in the character of proposed work "Acquisition of Right of Way" at an estimated cost of $2,000, Federal funds $1,560.

You are authorized to proceed with all phases of acquisition as requested.

Authorization to advertise the above project is being withdrawn pending certification of compliance with applicable provision of the relocation assistance and land acquisition directive contained in FHPM Volume 7.

Rf. Par. 8c
FHPM 6-4-11

DATE: 6/1/76

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-885

We are tentatively scheduled for a July bid date so will appreciate your early reply to this request. Please call if any additional information is needed.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt
cc: Board of Commissioners

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 11, 1976

Mr. David Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

REF: OFF-SYSTEM PROJECT NO. OS-1800 (1),
Squaw Flat Road,
Hildebrand-Forest Boundary Section

Dear Dave:

This rural, off-system project was approved for funding on February 9, 1976. The total estimated cost was $300,000, including construction cost of $282,000 and an engineering cost of $18,000. Our design, plans, specifications and estimates are now being completed prior to calling for construction bids. Based upon these, our current estimate, including engineering, is $526,000. I am therefore requesting that an additional $200,000 be added to this project to increase it to the maximum allowable figure of $500,000. The documentation for this request is outlined below.

Our field investigation of the southerly one and one-half miles revealed that it needs widening, base rock and ditch work and should be included in the project. This changes the southerly termini to the intersection with the Colahan Road at the center one-fourth corner of Section 1, T.38S., R.11 1/2E., W.M. and increases the total length of the project from 5.6 miles to 7.21 miles. The structural section of the base rock has been increased from six inches to eight inches. The unit contract prices obtained from recent state contracts are considerably higher than those used in our preliminary estimate. The regulations that must be followed in the design, construction, inspection and right-of-way acquisition were considerably under-estimated at the preliminary stage.

Because of the impact of the above items, our estimate has increased from $300,000 to $526,000. This leaves us with three (3) alternates. Our first choice is to increase the project to $500,000. This will necessitate an additional $44,000 in County matching funds plus a $26,000 anticipated project over-run at County expense. We understand there is a possibility this $200,000 may be available through previous project cancellations.

If the additional funding is not available, we will request that the project be shortened to approximately four (4) miles, using the same $300,000 total funding. In this case, the northerly three (3) miles would be constructed to the same standards at a later date using County forces. Our third alternate, of course would be the abandonment of the entire project.

FORM 81-73[illegible]-3030

OREGON STATE HIGHWAY DIVISION

FILE: 218-1917

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 14, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Hildebrand-Forest Boundary Section
Squaw Flat Road
Off-System Project
Klamath County

Klamath County has run into some cost problems on their Off-System project, and is requesting in the enclosed letter an increase of their project authorization from $300,000 to $500,000. We support their request. Since Region IV has already had one Off-System project cancelled, we feel we should receive priority in consideration for funding cost overruns in the other projects.

If the increased allocation is not approved the county will either shorten the project or cancel it entirely. They would like to make a decision soon, and neither they nor we want the project cancelled. If a decision cannot be made soon, please set a date by which you will respond to their request.

David Fenton

DSF:pw

300,000 set up

PROJECT MANAGEMENT

JUN 15 '76

REFER TO Dave R

FOR

Info	Investigate	R/D	Action	File	Letter	See me
						X

OFF SYSTEM
Klamath C

Salem, Oregon
June 24, 1976

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

To Mr. Dave Fenton
Region 4 Federal Aid Engineer
Bend

Klamath County
Off-System Project
Squaw Flat Road
Hildebrand-Forest Boundary Sec.

Your letter of June 14, 1976 included a request to increase subject project authorization from $300,000 to $500,000.

At the outset of this program the decision was made to fund eligible projects based on the best cost estimate available at the time of the request. Also, all eligible projects would be approved to the maximum extent of available funds, reserving no funds to handle overruns or contingencies (see attached letter). As a result of those early decisions all funds were apportioned, and the request from Klamath County for additional funds is denied.

GNH:sch

Attachment

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 29, 1976

Mr. David S. Fenton
Regional Federal Aid Enigneer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

REF: SQUAW FLAT ROAD,
OFF-SYSTEM RURAL
FEDERAL AID PROJECT

Dear Dave:

Thank you for your letter stating additional funds for this project are not available.

The County Roads Advisory Committee has recommended that, in the event these funds are not available, we scale the project down. The Board of Commissioners have approved this recommendation.

Please change the length of the project to four (4) miles. The southerly terminus will be the intersection of the Squaw Flat Road with the Colohan Road at the center 1/4 corner of Section 1, T.38S., R.11 1/2E., W.M. The northerly terminus will be at a point approximately four (4) miles northerly of this at Engineers Station 571+00.

We will revise the plans and quantities of the project to conform with this request.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OSR
Klam Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 218-1917

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
July 1, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SUBJECT: Forest Service Boundary-Hildebrand
Squaw Flat Road
Off-System Project
Klamath County

After our recent conversation and correspondence concerning this project, I told the county that no additional Off-System funds were available. They have elected to shorten the project, rather than cancel it. A copy of their letter is enclosed. Please revise the project documents in accordance with the letter.

Dave E.

DSF:pw
cc: E.J.Dunn w/encl.
John Gunter, w/ encl.

Copy of both letters to: J.H. Versteeg, Frank [illegible]

PROJECT MANAGEMENT
JUL 02 '76
REFER TO Hal
FOR
Info
Investigate
R/D
Action ✓
File
Letter
See me

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OSR
Klam Co

COUNTY OPTIONS

APPROVED FOR CLOSING

Klamth County

Forest Boundary-Hildebrand Section - Squaw Flat Road

File No.	Name	Consideration
49171	Chapman, L. E.	Donation

Approved July 9, 1976

RECEIVED
COUNTY & CITY SECTION
JUL 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY D[illegible]SION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-1800(1)
Project Name Hildebrand-Forest Service Boundary Sec.
Squaw Flat Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 22nd day of July, 1976

County of Klamath

Raymond P. Thorne
County Judge/Chairman

Bryant Williams
Commissioner

Floyd Gift
Commissioner

cc John Oaks
DE Swan

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

OREGON STATE HIGHWAY D[illegible]SION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-1800(1)
Project Name Hildebrand-Forest Service Boundary Sec.
Squaw Flat Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls Oregon, this 22nd day of July, 1976

County of Klamath

Raymond P. Thorne
County Judge/Chairman

Bryan Williams
Commissioner

Lloyd Gift
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☒ UPE ☐ CE ☒ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

OSR
Klam Co

COUNTY OPTIONS

APPROVED FOR CLOSING

Klamth County

Forest Boundary-Hildebrand Section - Squaw Flat

File No.	Name	Consideration
49171	Chapman, L. E. Approved July 9, 1976	Donation
49170	Drew, William N. Approved July 30, 1976	$ 600.00

RECEIVED
COUNTY & CITY SECTION
JUL 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OSR

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Hildebrand-Forest Boundary
Highway: County Road 1101 OSR
County: Klamath
Prefix: 218-1917
Res. Engr: E. J. Dunn

Date August 30, 1976
Traffic Coefficient Cars Only
18 kip s.a. per day - - - -
R value 5
Frost Penetration 30.0"
CBE Total Requirement 13.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT		CREDIT
3.5"	E.T.W.S.)	Final Application	6.0
2.0"	A.L.)		2.0
2.0"	A.L.)	Immediate	2.0
6.0"	A.B.)		6.0
8.0"	First Stage		8.0"
13.5"	Second Stage		16.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~[illegible]~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Klamath Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

August 30, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: FILE

SUBJECT: Hildebrand-Forest Boundary Section
Squaw Flat Road
Klamath County

Advised by Sandmann via telephone that surfacing is to be stage constructed. The 8" aggregate base planned by County is the first stage. Any additional thickness required, including aggregate base and asphalt surfacing, shall be shown as additional stages.

FET:mc

cc J. H. Versteeg ✓
Clarence Gregg
R. A. Sandmann

REFERRED TO
____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
✓ Eriksen FE ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christiansen Don
____ Scott ____
3 Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
AUG 31 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

8416 Klamath Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 3, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: S. Unit, Forest Boundary-
Colahan Road Section
County Road (Squaw Flat Road)
Klamath County

I phoned Mr. Francis Roberts, Resident Engineer for Klamath County, regarding permits required for the prospective material source.

I was informed the quarry is on B.L.M. land and the county is in the process of acquiring an exclusive lease for present and future aggregate needs.

The State has two sixteenth parts of Section 27, adjacent on the south, to the Counties parcel for a quarry.

The material source sketch map indicates the plant set-up and reject pile and the stockpile site are all on State property. The County has indicated receiving the Region 4 Office verbal approval for use of these areas.

I informed Mr. Roberts that permits from the various agencies, in our experience, take about 6 weeks to obtain and the County should be applying soon if we are to make the October contract letting.

Mr. Roberts said he would see that permit applications were sent off as soon as possible and he would furnish us with copies of their permit transmittal letters or other correspondence that would keep us informed of the County's progress.

FE:az
cc: C. M. Williams
C. G. Swenson
D. L. Trout

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
SEP 07 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring up
Other

Klamath Co

OREGON STATE
HIGHWAY DIVISION
2557 Altamont Drive
Klamath Falls, OR 97601

Sept. 7, 1976

Mr. Lyle Smith
Director of Public Works
Klamath County Courthouse
Klamath Falls, OR 97601

Dear Lyle:

RE: Material Source and Stockpile Site, Squaw Flat Road Project

This letter is your authority to occupy and use State Highway Division Property and facilities situated in Section 27 T. 38S, R. 11 1/2 E, W. M. for the purpose of crusher site, stockpiling of reject and crushed material and the use of haul road under easement by the Highway Division.

The County is to leave the entire area in a condition satisfactory to the District Engineer when project is completed.

Haul road must be left in a reasonable condition. When haul road is being used, County is to make arrangements with property owner to either man the gate or install cattle guard to control cattle.

County shall hold the State of Oregon, its State Highway Commission and members thereof, its agents, officers and employees blameless, and the County shall indemnify them against any loss, injury or damage which they or any of them may sustain by reason of the acts, conduct or operations of the County, its agents or employees in connection with said operations.

County to furnish exhibit map of area involved.

Very truly yours,

John L. Gunter
District Engineer

JLG:tlc

REFERRED TO
Beard ____ Reed ____
Cole ____ Sample ____
✓ Eriksen FE. ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Verstoeg ____
Olson ____
2 Christensen DA
Scott ____
gh copy Swenson ____
Savage ____
copy Trout ____
copy to D. Swan

RECEIVED
SEP 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

PRO 6-2

September 14, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT Project No. OS-1800(1)
Hildebrand-Forest Boundary Section

We are enclosing a copy of Mr. Oakes' September 13, 1976 right-of-way status report on the subject project as required by FHPM 6-9-11, paragraph 8c.

We request authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $282,000 with an obligation of $219,960 in federal funds.

CL:bb

Enc.
cc: H. R. Reynoldson
D. E. Swan

CSR

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: OS-1800(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Klamath

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: OS-20

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED: 9-17-76

DATE AUTHORIZATION EFFECTIVE: 9-17-76

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION: "Hildebrand - Forest Boundary Section"

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

GENERAL DESCRIPTION OF WORK: Grade, Drain and Rock Surface

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-9-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rullen's 9-14-76 letter you are authorized to proceed with the actions necessary to advance to completion the physical constrction provided for by the above project at a total estimated cost of $282,000 - Federal Funds $219,960 in accordance with the procedures of your approved Secondary Road Plan.

DATE: 9-20-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

Date 9-8-76

Section S. Unit, Forest Boundary - Calahan Road

County Klamath

Kind Of Work Grading And Surfacing Length 4.00 mi

Name Galloway

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					9-15-76 SP	
1	Furnishing Field Laboratory		Each	1	—	2000 -
2	Mobilization (7%)		Lump Sum	All		17,000
	ROADWORK					
3	Clearing And Grubbing		Lump Sum	All	—	1600 -
4	Removal Of Structures And Obstructions		Lump Sum	All	—	500 -
5	Embankment In Place		Cu. Yd.	20,680	2.70	55836
6	Trench Excavation		Cu. Yd.	134	10.00	1340
7	Finishing Roadbed And Slopes		Lump Sum	All	—	3000 -
8	Watering		M. Gal.	830	10.00	8300
9	1½"-0 Aggregate Base		Cu. Yd.	17,750	6.70	118,925
0	3/4"-0 Aggregate Base		Cu. Yd.	5600	7.20	40,320
11	12-inch Culvert Pipe		Lin. Ft.	270	8.00	2160
2	18-inch Culvert Pipe		Lin. Ft.	54	11.50	621
3	24-inch Culvert Pipe		Lin. Ft.	112	18.00	2016
4	36-inch Culvert Pipe		Lin. Ft.	100	27.00	2700
5	18-inch Arch Type Pipe		Lin. Ft.	222	13.00	2886
6	24-inch Arch Type Pipe		Lin. Ft.	50	19.00	950
7	Salvaging And Reinstalling Fence		Lin. Ft.	650	2.00	1300
						261,454

Section S. Unit [illegible] [illegible]-Calahan Rd. Progr~~am~~ming Estimate $ Spare

Highway [illegible] Rd. Project Length [illegible] miles

County Klamath Completion Time Aug 31, 1977

Kind of Work Grading and Surfacing

Prefix 218-19171 FA Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 261,454 -

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	8 [illegible]	
State Furnished		
Install Water Meter		$ 500 -
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 261,954 -
Contingencies (4-1/2%)		11,787 93
Engineering (9 %)		23,575 86
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 297,317 79

18000

315,000 00

APPROVED

Road Design Engineer

Called Region

Dave Says Go

They will contact the County

8441

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 23, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: S. Unit, Forest Boundary-Calahan Rd.
Squaw Flat Road
Klamath County

Contrary to my memo of September 21, 1976, I am told by the Dept. of Geology and Mineral Industries that they can issue a Provisional Surface Mining Permit to Klamath County for the material source on this project. Klamath County officials cleared their application by phone today with all involved State agencies and the Dept. of Geology and Mineral Industries passed the word to me.

The job can be cleared for the October 21, 1976, bid letting.

DLT:jh
cc: E. S. Hunter
L. W. Rulien
Gary Potter
Carl Williams

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] *Klamath Co.

ALL CLEAR 9/27/76

Donald L Trout

ENVIRONMENTAL REVIEW

Section Forest Boundary - Calahan Rd.
Highway Squaw Flat Road
County Klamath Region
Type of Work G.S
Funds OS

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

No anticipated problems

DIVISION OF STATE LANDS: None required

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: County to get permit -
9-22-76 Tom Emmett called to say a Provisional Permit would be issued with no special requirements.

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear

OTHER: Archaeological: All Clear

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Klamath County
Board of Commissioners
Courthouse

Klamath Falls, OR 97601

Attention of Mr. Lyle Smith
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1649

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $1,265.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Hildebrand-Forest Boundary Section, Squaw Flat Road. Off-System Project Covered by agreement dated 7/30/75		1,065.00
		To be retained		$ 200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,265.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
218-1917-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division fice and other field offices concerned. If the [illegible]

OSR

bc w/att: Dave Fenton - Upon receipt of county's check, notify Virgil Boyd at 378[illegible]53, attach a copy of the notification of advance deposit No. AD 246 and submit to Finance Branch.

October 25, 1976

Klamath County
Board of Commissioners
Courthouse
Klamath Falls, OR 97601

Attn: Mr. Lyle C. Smith
Director of Public Works

Gentlemen:

On October 21, 1976 a satisfactory bid was received from M.C. Lininger & Sons Inc., P.O. Box 1145, Medford, Oregon 97501 for the S. Unit Forest Boundary-Colahan Rd. Section, Squaw Flat Rd.; this is an Off-System Project. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$234,150.00
Temporary Erosion Control	500.00
4½% Contingencies	10,559.25
9% Engineering	21,118.50
ESTIMATED TOTAL COST	$266,327.75

County's Advance Deposit:
22% of $226,327.75 = $58,592.10 or say $58,600.00

Please make your check in the amount of $58,600.00 payable to the Oregon State Highway Division and send it to Mr. Dave Fenton, Region 4 Federal Aid Engineer, P.O. Box 1249 Bend, Oregon 97701.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sh

ection SQUAW FLAT ROAD Unit ____
ighway ____ County ____ Prefix ____
ength ____ Designer ____ Draftsman ____ Date 7-13-76

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
(8% OF MOBILIZATION ±)						
LEARING & GRUBBING (INCLUDES [illegible])						1,600
EMBANKMENT IN PLACE	Cu. yd.			19,873	2^{70}	53,65
TRENCH EXCAVATION	Cu. yd.			100	9^{85}	98
WATERING	M. gal.			707	INCLUDED IN EMBANKMENT IN PL	
1½" - 0	CU. YD.			13,170	10^{00}	131,70
¾" - 0	CU. YD.			4304	10^{00}	43,04
12" CMP (R) 16 ga.	LIN. Ft.			270	6^{88}	1858
18" CMP (R) 16 ga.	"			226	9^{66}	2,183
24" CMP (R). 14 ga.	"			56	16^{49}	923
36" CMP (R) 14 ga.	"			100	26^{00}	2600
18" CMP (A) 14 ga.	"			46	8^{75}	403
24" CMP (A) 14 ga.	"			106	13^{43}	1424
SALVAGE & RECONSTRUCT FENCE	"			650	2^{00}	1300
						241,67
MOBILIZATION (8% bid items)					+	19,33
						261,007
				Engineer	-	18,000
						279,007

Engineer Station 571[illegible]
Colahan Road Section
Grading & Rocking

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures
1	Furnish Field Laboratory	Each	1	$	$
2	Mobilization	Lump Sum	All	Lump Sum	
3	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	
	ROADWORK				
4	Clearing and Grubbing	Lump Sum	All	Lump Sum	
5	Embankment In Place	Cubic Yard	19,873	$	$
6	Trench Excavation	Cubic Yard	100		
7	Aggregate Base In Place	Cubic Yard	13,170		
8	Aggregate Leveling Course in Place	Cubic Yard	4,304		
9	12 Inch Culvert Pipe	Lineal Foot	270		
10	18 Inch Culvert Pipe	Lineal Foot	226		
11	24 Inch Culvert Pipe	Lineal Foot	56		
12	36 Inch Culvert Pipe	Lineal Foot	100		
13	18 Inch Arch-Type Pipe	Lineal Foot	46		
14	24 Inch Arch-Type Pipe	Lineal Foot	106		
15	Salvage and Re-install Fencing	Lineal Foot	650		
16	Watering	M-Gallon	707		
17	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	

SECTION 607.02 - TYPES AND GENERAL REFERENCES

The fences to be replaced are shown on the plans and will be the type that presently exist on the ground.

SECTION 607.12 - IDENTIFICATION AND MARKING

The contractor may salvage existing fences and replace on right-of-way line. If contractor chooses to use new material, said material will meet requirements in Section 607.11.

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

SECTION 222 - FINISHING ROADBED AND SLOPES

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications supplemented and/or modified as follows:

The attention of the contractor is directed to the "Water Laws of Oregon" which are administered by the State Engineers Office, and specifically to Chapter 537 covering the appropriation of water. It shall be understood that the contractor has acquainted himself with these laws and any rules and regulations promulgated thereunder and that there will be no separate payment for obtaining of permits, water rights or any other costs involved in the compliance of these laws, rules and regulations.

SECTION 304 - AGGREGATE SUBBASE AND BASE

Aggregate base shall be constructed in conformance with Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Designated Sizes of Aggregate - The aggregate to be used in the aggregate base shall conform to the requirements given herein in subsection 308.13.

308.13 Aggregate - The aggregate shall conform to the requirements of subsection 703.07 of the Standard Specifications and the following:

The grading requirements of the base 1 1/2"-0 and the leveling course 3/4"-0 will be those specified in Section 703.07 (e).

SECTION 607 - FENCES

Fences shall be constructed in conformance with Section 607.

SECTION 110 - MOBILIZATION

Mobilization for the work under the contract shall be paid for in conformance with Section 110 of the Standard Specifications.

SECTION 111 - TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Temporary protective and directional measures shall be performed in conformance with Section 111 of the Standard Specifications supplemented and/or modified as follows:

111.02 General Requirements - Signs to be mounted above temporary barricades shall be mounted on wood posts at a height of 7'0"± above the roadway. The posts are to be secured to the barrier in a manner that will prevent the signs from swaying.

111.11 (a) Signs - The use of double-face signs will not be permitted.

SECTION 201 - CLEARING GRUBBING

The clearing and grubbing shall be performed in conformance with Section 201 of the Standard Specifications.

SECTION 203 - EXCAVATION AND EMBANKMENT FOR ROADWAYS

Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications supplemented and/or modified as follows:

203.03 Embankment Measure Basis of Performance - All earthwork under this Section, except ditch excavation shall be performed on the embankment measure basis. All embankment material other than granular embankment material and that obtained from required excavations shall be from the mandatory borrow source designated by Engineer. Granular embankment material shall be from sources of the contractor's own choosing.

Granular Embankment Material - Granular embankment material shall be rock or gravel, crushed or uncrushed, or combinations thereof. The material shall be reasonably well-graded from a maximum size of 6 inches to dust.

Labor, Department of
    Occupational Safety and Health Administration

Transportation, Department of
    Coast Guard
    Federal Highway Administration

STATE AGENCIES

Agriculture, Department of
Environmental Quality, Department of
Fish and Wildlife, Department of
Forestry, Department of
Geology and Mineral Industries, Department of
Human Resources, Department of
Land Conservation and Development Commission
Soil and Water Conservation Commission
State Engineer
State Land Board
Water Resources Board

LOCAL AGENCIES

City Councils
County Courts
County Commissioners, Board of
Planning Commissions

107.07 Liability for Monies Due State Commissions - Chapter 771, 1975 Oregon Laws repeals O.R.S. 279.510. The reference to this law in subsection 107.07 of the Standard Specifications is hereby deleted.

SECTION 108 - PROSECUTION AND PROGRESS

108.04 Preconstruction Conference - Will be in conformance with the Standard Specifications.

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed before August 31, 1977.

SECTION 109 - MEASUREMENT AND PAYMENT

109.01 General - The payments will be in conformance with the Standard Specification supplemented and/or modified as follows:

109.01 (a) Payment will be by Embankment Measure.

the requirements set forth in subparagraphs (d-1) through (d-10) above.

The criteria for Klamath County's approval or disapproval of the contractor's proposed operation and reclamation plan, as above required, will be whether or not the contractor's proposed plans are in conformance with the intent and spirit of all laws, statutes, ordinances, rules and regulations covering the protection of the environment.

It shall be understood that the provisions listed in paragraphs (a), (b), (c) and (d) above are not applicable under the following conditions:

1. When the contractor purchases material from an established continuously operated commercial source.

2. When the contractor sets up in, produces and furnishes material from an established continuously operated commercial source.

A "continuously operated commercial source" as above used shall be understood to be a quarry, a gravel deposit, a topsoil source, or a borrow material source in which an average of 5000 cubic yards of materials per year has been excavated in the previous three years.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.01 Laws to be Observed - In compliance with O.R.S. 279.318, the following is a list of Federal, State and local agencies of which Klamath County has knowledge that have enacted ordinances or regulations relating to environmental pollution and the preservation of natural resources that may affect the performance of Klamath County's contract.

FEDERAL AGENCIES

- Agriculture, Department of
  - Forest Service
  - Soil Conservation Service
- Defense, Department of
  - Army Corps of Engineers
- Environmental Protection Agency
- Health, Education and Welfare, Department of
- Interior, Department of
  - Bureau of Sport Fisheries and Wildlife
  - Bureau of Outdoor Recreation
  - Bureau of Land Management
  - Bureau of Indian Affairs
  - Bureau of Reclamation

106.05 General Requirements Concerning Sources of Borrow and Aggregate - In addition to the requirements of subsection 106.05 of the Standard Specifications, the following requirements shall apply to contractor furnished sources, and the contractor will not be permitted to start any work in nor will any materials be accepted from a contractor furnished source until all of these requirements have been complied with.

(a) The contractor has furnished to the engineer a copy of an approved permit from the Department of Geology and Mineral Industries as required under O.R.S 517.790.

(b) The contractor has furnished to the engineer a copy of an approved permit from the Division of State Lands as required under O.R.S. 541.620.

(c) The contractor has furnished to the engineer a copy of an approved land use permit from the local agency or agencies having jurisdiction over land use in the area.

(d) The contractor has furnished to the engineer a proposed plan for his operation in and reclamation of the source, and has received the approval of this proposed plan from the County. This proposed operation and reclamation plan must address itself to the following:

(d-1) The contractor's proposed starting date for work in the source and his estimated date for completion of reclamation work in the source.

(d-2) The kinds and amount of equipment he plans to use in his work in the source.

(d-3) His plans for temporary stockpiling of materials.

(d-4) The construction, maintenance and disposition of haul roads.

(d-5) The disposition of clearing and grubbing debris.

(d-6) The disposition of overburden, rejects, excess materials or other by-products.

(d-7) The plans for temporary erosion control and abatement of pollution.

(d-8) The contour of the area after the removal of materials and reclamation work has been completed.

(d-9) His plans for planting, seeding and mulching of disturbed areas.

(d-10) His plans for visual screening of landscape scars.

(d-11) The approval of owner of the property, if other than the contractor, for the contractor's proposed plans for the implementation of

102.17 Preference for Oregon Goods and Services - The contractor shall give preference to goods or services that have been manufactured or produced in this State if price, fitness, availability and quality are otherwise equal.

The provisions do not apply to contracts on projects financed wholly or in part by Federal funds.

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

"Grading and Rocking
Engineer Station 571+0-Colahan Road Section
Squaw Flat Road
Klamath County
July, 1976"

SECTION 104 - SCOPE OF WORK

104.05 Temporary Protective and Directional Measures for Traffic - The County will execute an order closing the road to the general public. The contractor will be required to place barricades blocking off the road. The residents that live or own property will be allowed to use said road during the contract period and contractor must provide reasonable access to their property.

SECTION 105 - CONTROL OF WORK

105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of this project during the life of this contract.

1. Pacific Gas Transmission Company
2. Pacific Power and Light Company

The contractor shall, at least 24 hours in advance of performing any work in the immediate vicinity of utility lines, contact the utilities to request the location and marking of buried utility facilities.

SECTION 106 - CONTROL OF MATERIALS

106.03 Furnishing Material from Outside Sources - County controlled aggregate source is being offered for use on this project. Aggregate sources provided by the contractor must be approved by the Engineer. Embankment material shall be obtained from areas designated by the Engineer and will be on existing road out of construction limits.

New prequalification applications must be submitted to the Klamath County Purchasing Department at least 10 days prior to the bid opening date.

102.02 Contents of Proposal Form - Delete the first sentence of this subsection of the Standard Specifications and substitute the following:

"The proposal form for bidding purposes will be furnished to prospective bidders as hereinafter set forth under subsection 102.03."

102.03 Issuance of Proposal Forms and Plans - Delete this subsection of the Standard Specifications and substitute the following:

"102.03 Issuance of Proposal Forms and Plans - Upon request, prospective bidders and other interested parties will be provided with a set of plans and a pamphlet of supplemental standard specifications and special provisions for each advertised project upon payment of the amount stated in the Notice to Contractors. Also, upon request, prospective bidders will be provided with a proposal form for the project without further payment."

102.07 Preparation of Proposal - Delete the first paragraph of this subsection of the Standard Specifications and substitute the following:

"The bidder shall submit his proposal upon the forms furnished by the County. The filling in of the blank spaces shall be done in accordance with the apparent intent. The bidder shall specify a unit price in figures for each pay item for which a quantity is given and shall also show the products, in figures, of the respective unit prices and quantities in the column provided for that purpose, and the total amount of the proposal obtained by adding the amounts of the several items. All figures shall be in ink or typed.

102.12 Delivery of Proposals - All proposals shall be delivered in conformance with the requirements of this subsection of the Standard Specifications. Their person designated for receipt of proposals is the Klamath County Clerk, Courthouse, Klamath Falls, Oregon 97601.

102.14 Opening and Comparison of Proposals - Delete the last paragraph of this subsection of the Standard Specifications and substitute the following:

"In case of conflict between a unit price and the corresponding extended amount, the unit price shall govern."

102.17 Restrictions on Use of Materials Manufactured Outside of Oregon - Delete this subsection of the Standard Specifications and substitute the following:

SPECIAL PROVISIONS

Engineer Station 571+0
Colahan Road Section
Grading and Rocking

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Engineer Station 571+0 to Colahan Road Section of the Squaw Flat Road in Klamath County:

1. Construction of roadbed grading and base material

2. Performance of such additional and incidental work as is called for by the specifications and plans.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

CLASS OF PROJECT

This is a "County Project".

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.01 Prequalification of Bidders - Delete this subsection of the Standard Specifications and substitute the following:

102.01 Prequalification of Bidders - Chapter 771, 1975 Oregon Laws, repealed O.R.S. 279.010 inclusive. O.R.S. 279.039 provides that a public contracting agency may adopt a rule requiring mandatory prequalification. Klamath County's Contract Review Board has adopted rules for bidders and prequalification is required on this project. Applications for prequalification shall be submitted on the forms provided by the Board.

DESCRIPTION OF WORK

Grading and Rocking
Engineer Station 571+0 - Colahan Road Section
Squaw Flat Road
Klamath County

TIME AND PLACE OF RECEIVING PROPOSALS

Proposals for the work described above will be received and opened by the Klamath County Board of Commissioners at ________ on the _____ day of _______________, 1976 in the Commissioners' Hearing Room in the Courthouse Annex.

COMPLETION TIME LIMIT

The work to be done under the contract shall be completed before August 31, 1977.

CLASS OF PROJECT

This is a "County Project".

PROJECT INFORMATION

Information pertaining to this project may be obtained in the field from the following:

Lyle C. Smith, Director of Public Works, Veterans Memorial Building, Klamath Falls, Oregon 97601, Phone 882-2501, Ext. 258.

Francis Roberts, Resident Engineer, Veterans Memorial Building, Klamath Falls, Oregon 97601, Phone 882-2501, Ext. 258.

engineering deposit has been made.

The project was originally scheduled to construct a length of approximately 5.6 miles. The preliminary engineering study indicated that an additional 1 1/2 miles on the southerly end needed to be widened and gravelled. This, together with the required standards and unit cost figures, increased our original estimate from $300,000 to $526,000. The project was therefore shortened from 5.6 miles to about four (4) miles and the southerly terminus changed to its intersection with our paved Colahan Road at the center one-fourth corner of Section 1, T.37S., R.11 1/2E., W.M. We have also entered an agreement with the State Highway Division for right-of-way acquisition for a small segment to accommodate a realignment. This right-of-way purchase has been completed.

Our completed engineering plans and specifications are being submitted to the State Highway Division for final approval along with this narrative. It is essential that this phase and the contract award be completed as soon as possible. This is necessary because of adverse winter and spring weather conditions that could delay construction. This contract should be completed by the summer of 1977. The remaining three (3) miles will then be constructed with County forces prior to the fall of 1978 and the road will be ready for the anticipated log haul from the Winema National Forest.

Lyle C. Smith, Director of Public Works

Rd. 218-1917

NARRATIVE STATEMENT

FOREST SERVICE RD. - HILDEBRAND

SQUAW FLAT OFF-SYSTEM ROAD PROJECT

KLAMATH COUNTY, OREGON

The Squaw Flat Road is proposed to ultimately provide an all-weather road from Hildebrand to Sprague River, a distance of approximately 12 1/2 miles. The road is now divided into three (3) segments. The southerly segment is a County road from the paved Colahan Road northerly to the southerly Forest Service boundary, a narrow dirt road of about seven (7) miles, excepting the southerly 1 1/2 miles, which is gravelled. The center segment is a Forest Service road which is about four (4) miles in length and is a narrow, winding dirt road. The northerly segment is a County road from the northerly Forest Service boundary to the town of Sprague River, a distance of about 1 1/2 miles.

The southerly segment was established as a County road by the Klamath County Court in 1913. The northerly segment was obtained by right-of-way acquisition and accepted as a County road in 1970. This segment is presently constructed to a gravelled "Class A" County road standard. The center segment was obtained by Winema National Forest following the termination of the Klamath Indian Reservation and the transfer of jurisdiction from the Bureau of Indian Affairs to the Forest Service.

Klamath County has included the southerly segment of the road in its five-year construction plan to coincide with a scheduled Forest Service timber haul anticipated in 1978. This road is a "natural" for the Off-System Road Program and easily qualified in regard to the requirements and goals of the program. The environmental and project assessments have been approved and the Preliminary Engineering and Construction - Finance Agreement has been approved and signed, designating a total of $300,000 to this project. Klamath County has been approved for both preliminary and construction engineering and the advance preliminary

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

October 25, 1976

Mr. David Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

REF: OFF-SYSTEM PROJECT NO. OS -1800 (1)
Squaw Flat Road, Klamath County

Dear Dave:

As per our telephone conversation, please consider this letter as an official request to change the southerly terminus of this road. This request was also made in our letter to you dated June 11, 1976 and all design, estimates, etc. have been since based upon inclusion of this portion of the road in the project.

We request that the southerly termini of this road be its intersection with the Colahan Road at the center one-fourth corner of Section 1, T.38S., R.11 1/2E., W.M. This added 1 1/2 miles not included in the original Project Request and Environmental Assessment. Please be advised that this additional section has an existing gravelled road now and there will be no environmental impact caused by the widening and base rock work.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mt

RECEIVED
COUNTY & CITY SECTION
OCT 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

CSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
October 27, 1976

FILE: LOC

FROM: David S. Fenton
Regional Federal Aid Engineer
Regional Environmentalist

SUBJECT: Squaw Flat Road
Off-System Project
Klamath County

TO: Robert Prange
Rural Engineer

The County is requesting a change in the southern terminus of this project. The terminus requested is actually the one that we have been working with for some time, but it has never been made officially.

The change will not add right-of-way requirements, modify accesses, involve stream crossings, or have significant environmental impact.

Dave

DSF:pw
cc: G.A.Potter

[illegible]

Prange

RECEIVED
COUNTY & CITY SECTION
OCT 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ BPE ☐

(24-27)

Depositor ____________________ (30-66)

Amount ____________________ (67-75)

Section Responsible for Monitoring Project ____________________ (24-38)

Sort Key (34-36) ____________________ (37-53)

Estimated Completion Date ____________________ (57-62)

Purpose ____________________ (24-59)

Other Information (File #, FA Project, etc.) ____________________ (60-79)

Contract Number (24-27)

Billing Method (CHECK ONE ONLY): (28-42)

A. Request for Outside Billing Submitted by Responsible Section -

(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ ____________

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix ____________ (43-49) PE Prefix ____________ (50-56)

(4) ☐ SCA
(5) ☐ Urban
(6) ☐ FAS-C

(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing
(10) ☐ Accounting - Upon Completion
(11) ☐ Accounting - Monthly

Agreement Number (57 - 61)

RECEIVED
COUNTY & CITY SECTION
NOV 17 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Remarks ____________________

____

Prepared by ____________ Date ____________

- - - - - - - - - - - - - - - - - - - -

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY
Reference ____________
Invoice No. ____________
Date Recd. ____________
Deposit Amt. ____________

Depositor ____________________

Remarks ____________________

____

Form 81-734-1382

OSR

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

024200
(1 - 6)

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ____________ (7-17)
Invoice No. ____________ (18-23)
Date Recd. ____________ (24-29)

Depositor ____________ (30-66)

Amount ____________ (67-75)

Section Responsible for Monitoring Project ____________ (24-38)

Sort Key ____________ (54-56) ____________ (39-53)

Estimated Completion Date ____________ (57-62)

Purpose ____________ (24-59)

Other Information (File #, FA Project, etc.) ____________ (60-79)

Contract Number ____________ (24-27)

Billing Method (CHECK ONE ONLY): (28-42)

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ ____________

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix ____________ (43-49) PE Prefix ____________ (50-56)

(4) ☐ SCA
(5) ☐ Urban
(6) ☐ FAS-C

(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing
(10) ☐ Accounting - Upon Completion
(11) ☐ Accounting - Monthly

Agreement Number ____________ (57 - 61)

RECEIVED
COUNTY & CITY SECTION
NOV 17 1976
☐ ENGR. ☐ COMR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Remarks ____________

Prepared by ____________ Date ____________

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY
Refe

OSR

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 246

RECEIVED
COUNTY & CITY SECTION
NOV 17 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

To:

County - City Unit

ACCOUNTING ONLY

Reference KLAMATC

Invoice No. 1479

Date Recd. 11-17-76

Deposit Amt. $ 58,600.00

cc 1276

Depositor Klamath County

Remarks $58,600.00 advance deposit for the construction of the S. Unit Forest Bdry - Colahan Rd. Sec., Squaw Flat Rd., Off-System Project
OS-1800(1) Const. 218-1035-297

Received by CE - Ledgers & Revenue

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Klamath County
Board of Commissioners
Courthouse

Klamath Falls, OR 97601

Attention of Mr. Lyle C. Smith
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1670

Date December 1, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $58,600.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the S. Unit of the Forest Boundary-Colahan Road Section of Squaw Flat Road. Off-Systems Project Covered by agreement dated 7/30/75		43,600.00
		To be retained		$15,000.00

If payer has made payment for this service, indicate the amount of payment. $	**Credit distribution:** 218-1035-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 58,600.00	**Submitted by:** Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	**Approved:** Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	**Approved:** G. N. Hopkins Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible] of th

Length of Project - - - - - - - - - - 4.002 Miles
Cost of Roadway Per Mile- - - - - - $66,531.73

SUMMARY OF FUNDS (78.20%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 18,000.00	$ 14,040.00	$ 3,960.00
Right-of-Way	2,000.00	1,560.00	440.00
Roadway	266,327.00	208,267.00	58,060.00
Totals	$286,327.00	$223,867.00	$62,460.00

Hold at 78.20%

Group 1 - 100%

Contract No. 8446

Prefix No. 218-1035
218-1917
218-2502

G-file

Oregon State Highway Division
Salem, Oregon, November 26, 1976

Federal-aid Project
No. OS-1800(1)

S. UNIT, FOREST BOUNDARY-COLAHAL ROAD SECTION
SQUAW FLAT ROAD
KLAMATH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 18,000.00

Type Code ROW

Right-of-Way	All Required	$ 2,000.00

Type Code 2010
Roadway (Sta. 571+00 to Sta. 782+28.60)

Furnish Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required		20,000.00
Clearing and Grubbing	All	Required		7,500.00
Removal of Structures and Obstructions	All	Required		500.00
Embankment in Place	20,680	cu.yd.	3.00	62,040.00
Trench Excavation	134	cu.yd.	10.00	1,340.00
Furnishing Roadbed and Slopes	All	Required		4,000.00
Watering	830	M-gal.	10.00	8,300.00
1-1/2" - 0 Aggregate Base	17,750	cu.yd.	5.10	90,525.00
3/4" - 0 Aggregate Base	5,600	cu.yd.	5.10	28,560.00
12-inch Culvert Pipe	270	lin.ft.	5.50	1,485.00
18-inch Culvert Pipe	54	lin.ft.	9.50	513.00
24-inch Culvert Pipe	112	lin.ft.	12.50	1,400.00
36-inch Culvert Pipe	100	lin.ft.	18.50	1,850.00
18-inch Arch Type Pipe	222	lin.ft.	8.50	1,887.00
24-inch Arch Type Pipe	50	lin.ft.	12.50	625.00
Salvaging and Reinstalling Fence	650	lin.ft.	2.50	1,625.00
				$234,150.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
	Subtotal	$234,650.00
	Engineering	31,677.00
	Total	$266,327.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8446

13

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-61

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12-8-76

State: Oregon
County: Klamath
Project No.: OS-1800(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Co.Rd. approx. 10 mi. N.E. of Klamath Falls N.W.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-9-76	4.002
RIGHTS-OF-WAY	6-1-76	4.002
CONSTRUCTION	9-17-76	4.002
OTHER *(Specify)*		

FUNDS Pro Rata 78.20%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 286,327	$ 223,867

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Administrator)*

Date executed by Division Administrator 12-8-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Contractor activity.
MONDAY	Eleven men working on grade. Finish grading and working on driveways and approaches. Excavated soft spot at Station 638+50 - 638+80 and backfilled with 1 1/2-0 rock. Finished all designated driveways and approaches.
TUESDAY	Six men working on grade. Finish grading and cleaning up project. Blasted two rocks in ditch at Station 624.
WEDNESDAY	Four men working on grade. Blading shoulders and raking slopes. Cleaning up project.
THURSDAY	Four men cleaning up project.
FRIDAY	
SATURDAY	

REMARKS

Project completed - Office force working on books.

cc: Const. 2
FHWA
Region
File

Francis Roberts

SIGNED Francis Roberts LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION South Unit, Forest Boundary-Calahan Road	WEEK ENDING Friday, June 17, 1977	SECTION PREFIX 218-1035
HIGHWAY Squaw Flat Road	COUNTY Klamath	
NAME OF JOB So. Unit, Forest Boundary-Calahan Rd.	KIND OF WORK Grading & Surfacing	
CONTRACTOR M. C. Lininger & Sons, Inc.	CONTRACT NUMBER 8446	FEDERAL AID PROJECT NUMBER OS - 1800 (1)
DATE OF CONTRACT November 16, 1976	DATE WORK STARTED Dec 4, 1976	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 6 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED 215
PROJECT AUTHORIZATION $ 266,327.75	SPECIFIED COMPLETION DATE August 31, 1977	PERCENT OF TIME ELAPSED 74%
EXCLUSIVE OF ENGINEERING $ 245,209.25	ENGINEERING AUTHORIZATION $ 21,118.50 Exp. this week 424.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $	ENGINEERING COST TO DATE $ 19,071.73	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT OVERRUN UNDERRUN %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED 6/16/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%				

	Emb. in Place GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.0	4.0			
MILES PARTIALLY COMPLETED	4.0	4.0			
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,680 C.Y.	23,350 C.Y.			
TOTAL QUANTITIES CORRECTED TO DATE	20,350. C.Y.	23,946 C.Y.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,350 C.Y.	23,946 C.Y.			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK. 2 graders, 2 rollers, 1 loader, 1 10 yard dump truck, 3 water trucks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Warm, partly cloudy			
MONDAY	Warm overcast, showers			
TUESDAY	Warm partly cloudy			
WEDNESDAY	Warm partly cloudy			
THURSDAY	Warm, clear			
FRIDAY	Warm, partly cloudy			
SATURDAY	Warm, partly cloudy			

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richard
Glenn
Berg

RECEIVED
JUN 21 1977
CONSTRUCTION
SECTION

PROJECT COST SUMMARY

South Unit, Forest Boundary-Colahan Road Section
Contract No. 8446

ITEM	COUNTY SHARE (22%)	FEDERAL SHARE (78%)	CREDIT (CHARGE) TO COUNTY
Preliminary Engr:	2,498.97	8,860.00	8,860.00
Construction Engr:	4,178.88	14,816.03	14,816.03
Contract Bid Items:	53,202.07	188,625.53	(53,202.07)
Change Orders:	385.26	All Non-Participating	(385.26)
State Force Orders: (Liaison Engineering)	660.00	2,340.00	(660.00)
TOTALS:	$ 60,925.18	$ 214,641.56	$(30,571.30)
Advance Deposit by County			58,600.00
AMOUNT DUE COUNTY:			$ 28,028.70

No!

No state PE costs included

Pd. Deposit Rec'd

PE Cost 1,265 00

58,600 00

59,865.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 29, 1977

FILE: CON 5
8446

OFF SYSTEM

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: Robert H. Prange
Local Projects Manager

SUBJECT: South Unit, Forest Boundary-
Colahan Road Section
Contract No. 8446
Klamath County

NOTED
D. H. MOEHRING

Attached are statements from Klamath County for Engineering charges relative to Preliminary and Construction Engineering on "Subject" project. My summary of the total cost breakdown is also attached.

As stated in County's letter, the lab fees were paid by the County rather than charged against the project, and are included in the cost statement.

The contract costs shown in the summary are based on the unchecked semi-final estimate. The semi-final data will be submitted soon for final checking. Final amount due the County will be based on figures resulting from final checking of the contract quantities and costs.

I recommend final payment of monies due the County be made as soon as all final contract costs are known.

Robert Sandmann

RAS:pw
Enclosures

PROJECT MANAGEMENT
JUN 30 '77
REFER TO: v. iner
FOR

Info	Investigate	R/D	Action	File	Letter	See me

September 6, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 8446 awarded to M. C. Lininger & Sons, Inc. for work on the S. Unit, Forest Boundary-Colahan Road Section of Squaw Flat Road in Klamath County.

Final payment on this contract is $1,196.46 and the total contract amount is $240,909.32. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8446-18 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-1800(1)
2. COUNTY Klamath
3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project, located approximately 8 miles southeast of Sprague River, provided for construction of highway roadbed grading and aggregate surfacing. All work was performed on the "Forest Boundary-Colahan Road Section" of Squaw Flat County Road.

5. CONTRACTOR'S NAME M. C. Lininger & Sons, Inc.
6. CONTRACT AMOUNT $ 234,150.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) C T Keasey

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT

JAN 26 1978

1-27-78
Keasey

Washington

JAN 27 1978
REFER TO
FOR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width Varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
2010	4.002	32		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer
11. DATE OF INSPECTION June 21, 1977
12. IN COMPANY WITH: Francis Roberts, Proj Engr, Klamath Co; E.J. Dunn, Liaison Engr; R. Sandman, Reg 4 Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B Carter
David B. Carter
14. TITLE Area Engineer
15. DATE 1-25-78

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner
G. K. Hossner
17. TITLE District Engineer
18. DATE 1-25-78

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 24, 1978

CITY Klamath **Contract No.** 8446 **Date Completed** 6/16/77

PROJECT # OS-1800(1) **Section** S. Unit, Forest Boundary-Colahan Road

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
P.E. Costs	County	(Fed. Part.)	$ 12,247.24
	State		2,452.03
Total P.E.			$ 14,699.27
R/W Costs			$ 1,261.40
Payment to Contractor			$238,524.06
Engineering:	Furnish lab		2,000.00
	County		19,986.76
	State		3,807.99
			$264,318.81
Final Contract Payment		(Non Part.)	$ 385.26
Engineering			207.70
Total		(Non Part.)	$ 592.96

Federal funds collected $219,178.55

County share of project costs are as follows:

Total Cost of Project	$280,872.44
Less Fed. Part.	-219,178.55
Less County Advance P.E.	- 1,265.00
Less County Advance Const.	- 58,600.00
Amt. yet due State	$ 1,828.89

Reference: **Billing Form** CC 1858

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Klamath County
Board of Commissioners
Courthouse

Klamath Falls, OR 97601

Attention of Mr. Earl Kessler
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1858

Date July 24, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: S. Unit Forest Boundary-Colahan Road Section
Squaw Flat Road
Off Systems Project OS-1800(1)
Covered by agreements #5467 and 5754
County Advance Deposit P.E. $1,265.00
County Advance Deposit Const. $58,600.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$59,865.00	
		Amt. previously transferred	44,665.00	
				$15,200.00
		County Share of Project Costs	$61,693.89	
		Amt. previously transferred	44,665.00	
				$17,028.89
		Amount Yet Due State		$ 1,828.89

Note - Please send copy of itemized statement along with billing.

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: P.E. 218-1917-297 Const. 218-1035-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 59,865.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Final	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 44,665.00	Approved: G. W. Wimer G. W. Wimer Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service. CC 1649 CC 1670	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE
HIGHWAY DIVISION

FORM 81-734-1150 [illegible]

HIGHWAY DIVISION INVOICE

NO. 124882

DATE: 8-8-78

BILLING REQ. NO.: CC 1858

YOUR ORDER NO.:

CREDIT DISTRIBUTION
R/W $ 274.99
P.E. 1,553.90

New: KLAMAC0

Klamath County
Board of Commissioners
Courthouse
Klamath Falls, OR 97601
ATTENTION: Mr. Earl Kessler, Dir. Pub.Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
S. Unit Forest Boundary-Colahan Road Section Squaw Flat Road Off Systems Project OS-1800(1) Covered by agreements #5467 and 5754			
County Advance Deposit P.E.			$ 1,265.00
County Advance Deposit Const.			58,600.00
Per Attached Summary			
AMOUNT DUE STATE			$ 1,828.89
Final Billing	H	N	

CY Fi 5467
/
10-15-75

8446 S. Unit, Forest Bdry.-Colahan 1976
Rd. Sec. of Squaw Flat County Rd.
(Grading & surfacing)

8445

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8445

Salem, Oregon

March 14, 1977

NOTED
E. S. HUNTER

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Umpqua River (Scottsburg) Br.
Contract No. 8445
Request for Additional
Authorization and
PCRB Exemption

Herewith form E-372 requesting a 34 percent increase ($14,540.98) in funding for this State project. This is due to two added price agreements. (The request includes $1,218 of engineering overrun in addition to the 10 percent that can be added for the two orders but the project could have absorbed this.)

The larger price agreement ($9,775) is for adding safety cables and access ladders similar to the request we recently sent to you for the Willamette River (Springfield) Bridge. The other added P.A. is also a lump sum; $5,380 for straightening and replacing components of the steel lattice rail across the structure (pictures attached) where it has been traffic damaged in seven places.

Both these items are the same kind of work as that covered by the contract and it would seem should have been part of it, but justifiable prices have been obtained for the price agreements. This bridge is also scheduled for a repainting contract later this year.

The existing contract work is about completed. Attached is a rough draft request to Transportation Commission for $14,540.98 increase to a new total authorization of $57,110.94.

Since the two lump sum orders amount to 41 percent of the contract amount, an exemption request to Public Contract Review Board is also attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO

FOR

Info	Inves.	R/D	D/R	Sign	Act	File

8445

DATE: March 16, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River (Scottsburg) Bridge
Contract No. 8445

A 34 percent overrun is expected on this State project due to two added price agreements.

The larger price agreement in the amount of $9,775 is for adding permanent safety cables and access ladders across the top of the steel trusses. The other added price agreement is also a lump sum: $5,380 for straightening and replacing components of the steel lattice rail across the structure where it has been traffic damaged in seven places.

Both these items are the same kind of work as that covered by the contract and reasonable prices have been obtained for the work added. This bridge is also scheduled for a repainting contract later this year, and the added safety facility and repair should be done first.

The existing contract work is about completed. Your approval is requested for a $14,540.98 increase to a new total authorization of $57,110.94.

This matter will be on the Consent Calendar for your April 19 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell
Max Klotz

The new safety facilities will be utilized on that work and it would be advantageous to have it in place at the time of bidding.

Contractor's mobilization is already covered by the existing contract. Reasonable price quotations for the added work have been received and we would prefer this firm price method rather than do it by force account.

(d) The additional cost exceeds our project authorization by more than the 10 percent allowed under our departmental regulations and a request for additional funding authorization is being made to our Commission.

We respectfully request your consent to exceed the 10 percent pricing limitation. If you should need additional information, please contact Mr. C. T. Keasey at 378-6318.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
Alfred Shirley

JAB:fr ja

March 16, 1977

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Request for Exemption
Umpqua River (Scottsburg) Bridge
Contract No. 8445

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which would exceed the 10 percent limitation of Rule 10.150(b).

(a) The subject contract covers a State-funded special maintenance project for remodeling structural steel portals and sway bracing of existing steel trusses of this structure on the Umpqua Highway in Douglas County.

(b) The contract amount is $37,179 and is made up of just two lump sum bid items, one of which is for mobilization. Two lump sum price agreements have been negotiated for additional work. One covers addition of permanent steel safety cables across the top of the trusses and access ladders up to them. These are safety facilities for use during future painting, or other maintenance, and for inspections of the structure. The other added work is also for a lump sum to repair traffic damage to steel guardrails across the structure. These two orders total $15,155, or 41 percent of the original contract amount.

(c) The added work is similar to the contract work, involving the fabrication and fastening of steel shapes. Contract work is about completed and it is planned to open bids on a maintenance painting contract in the spring.

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

March 25, 1977

TO: Members of the Board

FROM: James A. Redden, Chairperson

SUBJECT: Oregon Department of Transportation
Umpqua River (Scottsburg) Bridge
Contract No. 8445

The Oregon Highway Division has requested in behalf of the Oregon Department of Transportation an exemption from the 10 percent limitations of OAR 127-10.150(b) for additional work under Contract No. 8445 for remodeling structural steel portals and sway bracing of existing steel trusses of the bridge.

The Chair, pursuant to Rule 30.040, proposes to grant this exemption by unanimous consent unless any member of the Board notifies me of possible objections within seven days of this letter. If there are objections, I would appreciate being contacted by telephone.

am
cc: E. S. Hunter
Legislative Counsel
Enclosure

8445

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

March 25, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

Copies of your two letters relative to exemptions for the following subjects were mailed to the members of the Public Contract Review Board for consideration by unanimous consent:

Umpqua River (Scottsburg) Bridge
Contract No. 8445,

Slater Creek-Mystic Creek
Contract No. 8310.

If no objections are received within seven days, the items will be placed on the agenda for ratification at the next meeting of the Board, scheduled for April 13, 1977. Copies of the letters to the Board members are enclosed.

Sincerely,

Anna McNeil

Anna McNeil
Administrative Assistant

am
Enclosures 2

RECEIVED
STATE HWY ENGR
MAR 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy/enc.
Kessey
Rulifson
Shirley
3-28-77

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the)
Oregon Department of Transportation) CERTIFICATE OF ADOPTION
for Contract No. 8445, Umpqua River) OF TEMPORARY RULE
(Scottsburg) Bridge.)

The Board having found that an exemption from the 10 percent limitation of OAR 127-10.150(b) on behalf of the Oregon Department of Transportation for Contract No. 8445, Umpqua River (Scottsburg) Bridge for the addition of steel safety cables and access ladders and repair of steel quadrails will not encourage favoritism in awarding of public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Department.

The Board having further found that the best interest of the Oregon Department of Transportation and the public will be served by the adoption of the exemption as a Temporary Rule, the Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5).

> The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 127-10.150(b), Umpqua River (Scottsburg) Bridge, for the addition of steel safety cables and access ladders and repair of steel quadrails.

Dated: April 14, 1977.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden, Chairperson

SED 425a
Rev. 10-1-76

COMBINED CERTIFICATE AND ORDER FOR FILING ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal b

PUBLIC CONTRACT REVIEW BOARD
(Agency)

FILED
APR 15 1977
NORMA PAULUS
SECRETARY OF STATE

Date of adoption, amendment or repeal:
April 13, 1977

By: James A. Redden
(Authorized Signer)

Title: Chairperson

Effective Date: upon filing Statutory Authority: ORS 279

Rule Number(s) OAR 127

☒ New Rule ☐ Amends ☐ Repeals ☒ Temporary ☐ Permanent

Subject matter and purpose of rule: Oregon Department of Transportation, Contract 8445, Umpqua River (Scottsburg) Bridge

---

ORDER (SEE ATTACHED)

The within matter having come before the ______________________ aft
(Agency)
publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said propos and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hearing; th aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable statut and rules, and being fully advised in the premises:

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be: Perm. ☐ Tr ☐
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Adopted: ______________________

Amended: ______________________

Repealed: ______________________

as Administrative Rules of the ______________________
(Agency)

DATED this ______ day of ______________, 19 ____.

By: ______________________
(Authorized Signer)

Title: ______________________

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the Oregon Department of Transportation for Contract No. 8310, Slater Creek-Mystic Creek.	))))	CERTIFICATE OF ADOPTION OF TEMPORARY RULE

The Board having found that an exemption from the 10 percent limitation of OAR 127-10.150(b) on behalf of the Oregon Department of Transportation for Contract No. 8310, Slater Creek-Mystic Creek reconstruction project on Coos Bay-Roseburg Highway will not encourage favoritism in awarding of public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Department.

The Board having further found that the best interest of the Oregon Department of Transportation and the public will be served by the adoption of the exemption as a Temporary Rule, the Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5).

> The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 127-10.150(b) for corrective work and engineering changes on Contract No. 8310, Slater Creek-Mystic Creek reconstruction project on the Coos Bay-Roseburg Highway in Douglas County.

Dated: April 14, 1977.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden, Chairperson

SED 425a
Rev. 10-1-76

COMBINED CERTIFICATE AND ORDER FOR FILING ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal b

PUBLIC CONTRACT REVIEW BOARD
(Agency)

FILED
APR 15 1977
NORMA PAULUS
SECRETARY OF STATE

Date of adoption, amendment or repeal

April 13, 1977

By: James A. Redden
(Authorized Signer)

Title. Chairperson

Effective Date: upon filing Statutory Authority: ORS 279

Rule Number(s) OAR 127

☒ New Rule ☐ Amends ☐ Repeals ☒ Temporary ☐ Permanent

Subject matter and purpose of rule: Oregon Department of Transportation, Contract No. 8310, Slater Creek-Mystic Creek.

ORDER (SEE ATTACHED)

The within matter having come before the ______________________ (Agency) aft publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said propo and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hearing; tl aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable statut and rules, and being fully advised in the premises.

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be:
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Perm. ☐ T ☐

Adopted: ______________________

Amended: ______________________

Repealed: ______________________

as Administrative Rules of the ______________________
(Agency)

DATED this ______ day of ______________ 19__

By ______________________
(Authorized Signer)

Title. ______________________

1859

ROBERT W. STRAUB

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

April 18, 1977

E. S. HUNTER

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

Enclosed are copies of two certificates of Adoption of Temporary Rules filed with the Secretary of State on the following:

Slater Creek-Mystic Creek
Exemption from 10% limitation of OAR 127-10.150(b)
Contract No. 8310,

Umpqua River (Scottsburg) Bridge
exemption from 10% limitation of OAR 127-10.150(b)
Contract No. 8445.

Both exemptions had been approved by unanimous consent and were ratified at the meeting of the PCRB on April 13, 1977.

Sincerely,

Anna McNeil

Anna McNeil
Administrative Assistant

am
enclosures

cy/encl Kearin
Rulison
Shirley
4-19-77

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Invs | R/D | D/3 | Sign | Act | File

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity
23 MONDAY	Completed repair of lattic quard rail and ground areas where portals were removed.
TUESDAY 24	No Activity rest of week
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS OF WORK:

All work complete except for some painting. An agreement is being made between Steel Structures Inc. and Interstate Coating Co. to complete this work, Interstate has a painting contract for this structure.

SIGNED A. D. Vokeland for C H Duval LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umpqua River (Scottsbur Bridge

WEEK ENDING: May 28, 1977

SECTION PREFIX: 10-4219

HIGHWAY: Umpqua

COUNTY: Douglas

NAME OF JOB: Umpqua River (Scottsburg) Bridge

KIND OF WORK: Bridge Repair

CONTRACTOR: Steel Structures, Inc.

CONTRACT NUMBER: 8445

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Oct. 26, 1976

DATE WORK STARTED: January 17, 19[illegible]

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 165

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $ 57,110.94 ~~42,569.96~~

EXCLUSIVE OF ENGINEERING: $ 38,852.06

ENGINEERING AUTHORIZATION: $ 6450.80 ~~3717.00~~

this week 173.28

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 2 $ 50,660.00

ENGINEERING COST TO DATE: $ 6248.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.6

ESTIMATED PERCENT OVERRUN ~~XXXXXXX~~: 130 %

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: May 23, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup, 1 flatbed with boom

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Showers	1		
MONDAY 23	Showers	1		
TUESDAY 24	Showers	0		
WEDNESDAY 25	Showers	0		
THURSDAY 26	Showers	0		
FRIDAY 27	Showers	0		
SATURDAY 28	Showers	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
B[illegible]

RECEIVED
MAY 31 1977
CONSTRUCTION SECTION

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint RAY D. POLLARD OF EUGENE, OREGON ------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP----

--
--
--
--
--
--
--

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed.

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 28th day of May 1974.

UNITED PACIFIC INSURANCE COMPANY

CORPORATE SEAL 1928

Morris E. Brown
Executive Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 28th day of May, 1974, personally appeared MORRIS E. BROWN, to me known to be the Executive Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires
January 15, 1978

Bertha M. Barragar
Notary Public in and for State of Washington
Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 6th day of June 1966.

D. Keith Johnson
Assistant Secretary

CORPORATE SEAL 1928

WBDU-1431 ED.2-72

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8445 Contractor Steel Structures, Inc.

Highway Umpqua

Section Umpqua River (Scottsburg) Bridge

Kind of Work Bridge Repair

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 15-day time extension of contract time because of added work (Two price agreements, Nos. 2 for safety inspection installation and 3 for repair of lattice type guardrail.) This will delete all liquidated damages.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.

Project designation
State-Federal

Date awarded

Work started

Per cent completed
Date

No. of Workdays Allowed

No. of Workdays Used

No. of Added Workdays Requested

State Printing 37039

E-320 (Rev.)—5M 5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 6, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 170 days, within which to complete our Contract No. 8445, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extra Work Requested By State:

(A) Straighten and repair lattice type guardrail.

(B) Furnish and install safety handrail.

Respectfully submitted,

Steel Structures, Inc.
Contractor

By Max Kreutzkamp
Max Kreutzkamp, Jr. - General Manager

CONSENT OF SURETY

Date June 6, 1977

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ray D. Pollard
Attorney-in-fact

Ray D. Pollard (SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8445

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 6, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Umpqua River (Scottsburg) Bridge
Contract No. 8445
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Herewith request from Steel Structures, Incorporated, for a 20-day time extension because of added work. Two significant price agreement additions were added to the project in April when the original contract time was about 85 percent gone and the original project was 90 percent completed. These two orders (and a supplement to one of them) amounted to about 43 percent of the original contract amount (we obtained PCRB exemption for this). All the work was subsequently completed by May 23, 1977 with 15 days liquidated damages accrued at $50 per day. A complete extension is well justified and we concur in the field recommendations to grant it.

This was a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 8, 1977

Steel Constructors, Inc.
Post Office Box 1398
375 Fifth Avenue E.
Eugene, OR   97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8445 for work on the Umpqua River (Scottsburg) Bridge in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 15 days is granted because of work added by two price agreements. This will delete all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
Curtis Duval

8445

August 25, 1977

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8445 awarded to Steel Structures, Inc. for repair to the Umpqua River (Scottsburg) Bridge on the Umpqua Highway in Douglas County was completed on May 23, 1977, and accepted by the State Highway Engineer on August 19, 1977.

Final payment in the amount of $2,655.50 will be released to the contractor after August 30, 1977. The total contract amount is $53,110 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Steel Structures, Inc.
375 East 5th Avenue
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

.8445 Umpqua River (Scottsburg) 1976
Br. Sec. of the Umpqua Hwy.
(Bridge repair)

8444 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September 17, 1976

FROM: Merlyn Anderson
Landscape Designer

SUBJECT: Beaverton Interchange
Beaverton-Tigard Highway
Washington County

TO: Mr. J. H. Versteeg
Road Design Engineer

I have reviewed the above project to evaluate what the requirements must be to bring the project up to an acceptable condition. The following list of requirements was made after consulting and questioning the Resident Engineer, Maintenance Engineer, Maintenance Agronomist, a reputable contractor, and using our own expertise as to the method that must be employed to correct the problem.

1. All weeds, grass, and debris must be removed from the shrub beds.

   Manual labor such as hand weeding must be employed in order to protect the existing plant material.

2. All plant material dead or missing must be replaced.

   A minimal amount of plant material has been lost. An estimate of approximately 3% loss would seem reasonable.

3. A pre-emergent herbicide such as 'casoran' needs to be applied to the shrub beds.

   Weed and grass seeds have ripened and are now in the shrub beds. A pre-emergent herbicide acts to kill the young plants from these seeds at the time of germination. If not used the shrub beds would be infested with weeds and grass again.

4. A uniform layer of bark mulch must be applied to the shrub beds.

   I estimate that most of the effectiveness of the bark mulch has been lost and at least half of the bark mulch will be removed from the beds through previous weeding attempts and the present weeding proposal. The original contract called for 2" of bark mulch. An application of one inch of bark mulch should be sufficient.

The list of requirements represents a minimal amount of corrective measures and the most economical means to bring the project to an acceptable condition.

Jim Cochell, the Resident Engineer on the project, has estimated $97,000 to complete the work based on the previously stated requirements. I reviewed the estimated man hours with maintenance, checked our own figures, and feel that $97,000 is a reasonable estimate.

RECEIVED
SEP 28 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

MAA:az

the context of what the State's position would be if we are unsuccessful in recovering all of the added completion cost from the bonding company.

After these contacts with Mr. Cusack and further discussion with Chief Counsel Barrie, the decision was reached to continue on the basis of a State project. The only change now contemplated is to simply point out by an amendment letter the absence of a landscape laborer's rate in the required wages.

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
E. L. Hardt
Walter L. Barrie

JAB:fr:ab

[illegible] -13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 1, 1976

TO MEMO TO FILE

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Proposed Beaverton Interchange Landscaping
Completion Contract (After 8037)

Proposals for the subject project were released late last week for an October 7 bid opening. As released, this is on the basis of a State project with only the usual State provisions included and, for the first time, a new listing of State prevailing wage rates. The Oregon Bureau of Labor has recently informed the Highway Division and others that the Labor Commissioner had concluded there is presently no determination as to the prevailing rate of wage for landscape laborers. The wage rate lists in the past have included such a term.

A question was raised whether the State should release an amendment letter to all plan holders specifically pointing out to them the absence of a landscape laborer rate. The concensus opinion and the advice of our Chief Counsel was that such a clarifying letter should be released in order to try to keep the basis of bidding equal.

Consideration of this matter led to a second question as to whether this new contract should include all the federal-aid provisions, since the original contract 8037 was a federal-aid project. Does the completion contract have to be conducted the same as a federal-aid project? Several factors were considered. Time is of the essence in completing this project. The cost of completion may only escalate further with further delay. Since the State will be seeking reimbursement from the first contract bonding company for the cost of the completion work, we must make every effort to complete the project economically and expeditiously. Mr. Cusack of FHWA advised that he thought the chances for any further federal-aid participation exceeding the amount of the original contact are "practically nil". This question was asked of him in

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 4, 1976

A L Brummitt

FROM: A. L. Brummitt
Specifications Supervisor

SUBJECT: Beaverton Interchange
Roadside Improvement
Project

TO: MEMO TO THE FILES

This A.M. I received calls from Cliff Paul of Paul Bros., landscaping contractors, and John Craig of Complete Gardening Service.

Mr. Paul seemed to be concerned as to what he would have to pay his employees who were not actually engaged in planting work but were doing associated work such as cleaning up, pulling weeds, piling weeds, loading weeds, driving tractor, driving small trucks, flagging traffic, etc. I told him that there were classifications listed for flagmen, general laborers and equipment operators, and that if he could not determine which classification applies he should contact Mr. Bud Gard~~e~~ner of the State Department of Labor.

Mr. Craig's problem seemed to be in getting a proper bid bond. He said that he had applied for a bond based on the standard landscape laborer wages and that he had to make his application for a bid bond seven days in advance of bid opening. Since there was not enough time left for him to get a different bid bond that he could not bid. He wanted us to defer the bid opening to a later date so that he could bid. He said that we were not being fair in placing requirements at a time which would prohibit him from bidding. I told him that I did not have the authority to postpone a bid letting and referred him to Mr. Schroeder. Mr. Versteeg and I so informed Mr. Schroeder. I checked with Mr. Sollis who said he could not see any reason why we should postpone the letting.

I called to relay this information to Mr. Schroeder and found that he had already discussed the subject with Mr. Sollis and that he would advise me if there was anything further he wanted me to do.

ALB:fw
cc: R. L. Schroeder
J. H. Versteeg
Jack Sollis

RECEIVED
OCT 5 1976
Office of
Assistant State Highway Engineer

November 29, 1976

Harmony Gardens
037 S.W. Hamilton
Portland, OR 97201

Attention: Judy Marks (223-1102)

Gentlemen:

This is a follow-up to your telephone call today requesting that future payments on Contract No. 8444, Beaverton Interchange in Washington County be made jointly in your name and the name of the U. S. National Bank, Burlington Branch.

Before we can honor a contractor's assignment to a bank, it will be necessary to have in our possession a written statement from your surety consenting to the assignment. Attached are three copies of an Assignment of Claim form. Please execute the assignment form and return the original and one copy to this office.

As requested, we are enclosing prequalification forms for you to file in your new name.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Enclosures

bc: Jack Sollis
Dick Hacek

12/9/76
I tel Judy Marks
she will get assignment
form to us today
C.H.

US BANK

UNITED STATES NATIONAL BANK OF OREGON

BURLINGAME BRANCH
7300 S.W. TERWILLIGER BLVD.
P.O. BOX 19147, PORTLAND, OREGON 97219
HEAD OFFICE – PORTLAND

December 2, 1976

C. W. Head
Commission Services
Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Re: Harmony Gardens

Dear Mr. Head:

This is in regard to work being done by Harmony Gardens on the Beaverton Interchange in Washington County. Future payments on this contract have been assigned to U. S. National Bank of Oregon, Burlingame Branch. Please make checks payable to U. S. National Bank and Harmony Gardens; mail payments to Burlingame Branch, P. O. Box 19147, Portland, Oregon 97219.

Please acknowledge receipt of this letter on the copy and return in the enclosed envelope.

Sincerely,

J. A. Noe
Assistant Manager

Enclosures

RECEIVED
[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Form 81-734-1204

ATE OF OREGON—HIGHWAY DIVI ON

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Forty-Four Thousand, Two Hundred Fifty-two and 80/100 ($44,252.80) Dollars, to be paid, Harmony Gardens hereby sell, assign and transfer the within claim for Beaverton Interchange, Contract No. 8444

to United States National Bank of Oregon, Burlingame Branch and authorize and empower said Bank to act as agent for Harmony Gardens and in their name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ninth day of December, 1976.

Executed in the presence of us as witnesses:

Susan Dixon

Judee Marks

Judee Marks, Owner

From: **NORTHWEST BONDING Agency**
P.O. Box 1448
4070 S.W. 109th
Beaverton, Or. 97005
503/643-8461

Receiver: Retain white copy for Records
Return: Yellow copy to sender

Attn:	Date: 12/2/76	Subject: Contract No. 8444 Harmony Gardens

To:
Department of Transportation
State Highway Building
Salem, Oregon 97310

MESSAGE

In reference to your letter of November 29, 1976, regarding Contract No. 8444, Harmony Gardens, American Fidelity Fire Insurance Company hereby consents to Assignment of Claims.

Dennis V. Gilbert, Attorney-in-fact

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please Reply To

By

REPLY

By

8444

15

December 10, 1976

Harmony Gardens
037 S.W. Hamilton
Portland, OR 97201

Attention: Judee Marks

Gentlemen:

This will acknowledge receipt of your Assignment of Claim assigning funds under Contract No. 8444, Beaverton Interchange in Washington County, to U. S. National Bank, Burlington Branch.

We have received a letter dated December 2 from Dennis Gilbert, Attorney-in-Fact, Northwest Bonding Agency of Beaverton, consenting to this assignment. A letter dated December 2 was also received in this office from J. A. Noe, Assistant Manager, U. S. National Bank, concerning this matter.

As requested, future payments on this contract will be made as follows:

U. S. National Bank and Harmony Gardens
Burlington Branch
P. O. Box 19147
Portland, OR 97219

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc American Fidelity Fire Insurance Co., 810 3rd, Seattle, Wash. 98104 / Attn: J. C. Beeson
Northwest Bonding Agency, PO Box 1448, Beaverton 97005 Attn; Dennis Gilbert
U. S. National Bank, PO Box 19147, Portland 97219 Burlington Branch

Jack Sollis
Dick Hacek (with attachments)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8444

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Beaverton Interchange (Landscaping)
Contract No. 8444
Request for Additional Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing an expected 36 percent overrun on this project. This is the State project to clean up and complete an earlier contract (8037) which that contractor (Landscape Artists) and their bonding company did not complete. These circumstances were reported to the Commission under date of September 9 and formal action taken to terminate the original contract.

You will note two items on the new contract are overrunning. An additional 2,000 hours of laborers time is needed and an additional 2,000 shrubs. The project is about half completed. This is a State project and it is anticipated that the State will pursue recovery of the cost incurred under this contract from the original contractor and/or bonding company.

A rough draft letter to the Transportation Commission requesting an increase of $18,205.50 to a new total authorization of $68,874.96 is attached.

JAB:fr

Att.

cc: Robert Church

[illegible] '76

5-44.1

DATE: December 10, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Additional Authorization
Beaverton Interchange (Landscaping) Project
Contract No. 8444

A 36 percent overrun on this project is now expected. This is the state project to clean up and complete an earlier contract (No. 8037) on which the contractor, Landscape Artists, and the bonding company did not complete. These circumstances were reported to the Commission on September 9 when formal action was taken to terminate the original contract.

Two items on the new contract are overrunning: An additional 2,000 replacement shrubs and 2,000 hours of laborers' time to remove weeds. The new project is about half completed. This is a State project and it is anticipated that the State will pursue recovery of the cost incurred under this contract from the original contractor and/or bonding company.

Your approval is requested for an increase of $18,205.50 to a new total authorization of $68,874.96. This item will be on the Consent Calendar for your consideration at the December 21 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Walt Hart, Region 1
George Bell

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

Semi-final should be submitted next week.

cc: Construction
Region
Landscape
File

Arthur S. Sasse

SIGNED For: James W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES --

SP-F216

8444

15

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Beaverton Interchange	WEEK ENDING 1/22/77
		SECTION PREFIX 134-1137
	HIGHWAY Beaverton-Tigard	COUNTY Washington
NAME OF JOB Beaverton Interchange	KIND OF WORK Roadside Improvement	FEDERAL AID PROJECT NUMBER State
CONTRACTOR Harmony Gardens	CONTRACT NUMBER 8444	ESTIMATED COMPLETION DATE
DATE OF CONTRACT 10/11/76	DATE WORK STARTED 11/15/76	WORK DAYS USED
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	CALENDAR DAYS USED
	SPECIFIED CALENDAR DAYS	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION $ 6[illegible],[illegible]74.96	SPECIFIED COMPLETION DATE 12/31/76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 62,[illegible]50.68	ENGINEERING AUTHORIZATION $ 6,015.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 60,895.95	ENGINEERING COST TO DATE $ 5,050.00	DATE PROJECT WAS COMPLETED: 12/31/76
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.1 %	PERCENT OF AUTHORIZATION 84 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			Laborers 100		Trees 100	Shrubs 100	Mulch 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.61		0.61	0.61	0.61
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.61		0.61	0.61	0.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,600		15	425	215
TOTAL QUANTITIES CORRECTED TO DATE	5,785.5		15	2,530	234.4
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,785.5		15	2,530	234.4
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0		0	0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Cloudy	-		
MONDAY 17	Partly Cloudy	-		
TUESDAY 18	Partly Cloudy	-		
WEDNESDAY 19	Partly Cloudy	-		
THURSDAY 20	Clear	-		
FRIDAY 21	Cloudy	-		
SATURDAY 22		-		

K

RECEIVED

March 9, 1977

American Fidelity Fire Insurance Co.
250 Central Building
810 3rd
Seattle, WA 98104

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8444 awarded to Harmony Gardens for roadside improvement on the Beaverton Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $3,044.80 and the total contract amount is $60,895.95. No work was performed under force account.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

sr

cc Harmony Gardens
037 S.W. Hamilton
Portland, OR 97201

Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

U. S. National Bank
Burlington Branch
P. O. Box 19147
Portland, OR 97219

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

.8444 Beaverton Intchge. Sec. of 1976
the Beaverton-Tigard Hwy.
(Roadside improvement)

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
ENVIRONMENT AND LAND USE
EDUCATION
LOCAL GOVERNMENT AND
URBAN AFFAIRS
INTERIM COMMITTEE:
ENVIRONMENT AND ENERGY,
AGRICULTURE AND
NATURAL RESOURCES
STUDY COMMITTEE:
COUNCIL OF STATE GOVERNMENTS
SUBCOMMITTEE ON ENERGY
TASK FORCE:
PERMIT APPROVAL SYSTEM
CO-CHAIRMAN

April 19, 1974

The Honorable John Dellenback
United States Representative
House Office Building
Washington, D.C. 20515

Dear Congressman Dellenback:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
ENVIRONMENT AND LAND USE
EDUCATION
LOCAL GOVERNMENT AND
URBAN AFFAIRS
INTERIM COMMITTEE:
ENVIRONMENT AND ENERGY,
AGRICULTURE AND
NATURAL RESOURCES
STUDY COMMITTEE:
COUNCIL OF STATE GOVERNMENTS
SUBCOMMITTEE ON ENERGY
TASK FORCE:
PERMIT APPROVAL SYSTEM
CO-CHAIRMAN

April 19, 1974

The Honorable Edith Green
United States Representative
House Office Building
Washington, D.C. 20515

Dear Congresswoman Green:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
  ENVIRONMENT AND LAND USE
  EDUCATION
  LOCAL GOVERNMENT AND
    URBAN AFFAIRS
INTERIM COMMITTEE:
  ENVIRONMENT AND ENERGY,
    AGRICULTURE AND
    NATURAL RESOURCES
STUDY COMMITTEE:
  COUNCIL OF STATE GOVERNMENTS
    SUBCOMMITTEE ON ENERGY
TASK FORCE:
  PERMIT APPROVAL SYSTEM
    CO-CHAIRMAN

April 19, 1974

The Honorable Al Ullman
United States Representative
House Office Building
Washington, D.C. 20515

Dear Congressman Ullman:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
ENVIRONMENT AND LAND USE
EDUCATION
LOCAL GOVERNMENT AND URBAN AFFAIRS
INTERIM COMMITTEE:
ENVIRONMENT AND ENERGY, AGRICULTURE AND NATURAL RESOURCES
STUDY COMMITTEE:
COUNCIL OF STATE GOVERNMENTS SUBCOMMITTEE ON ENERGY
TASK FORCE:
PERMIT APPROVAL SYSTEM CO-CHAIRMAN

April 19, 1974

The Honorable Bob Packwood
United States Senator
Senate Office Building
Washington, D.C. 20510

Dear Senator Packwood:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
ENVIRONMENT AND LAND USE
EDUCATION
LOCAL GOVERNMENT AND
URBAN AFFAIRS
INTERIM COMMITTEE:
ENVIRONMENT AND ENERGY,
AGRICULTURE AND
NATURAL RESOURCES
STUDY COMMITTEE:
COUNCIL OF STATE GOVERNMENTS
SUBCOMMITTEE ON ENERGY
TASK FORCE:
PERMIT APPROVAL SYSTEM
CO-CHAIRMAN

April 19, 1974

The Honorable Wendell Wyatt
United States Representative
House Office Building
Washington, D.C. 20515

Dear Congressman Wyatt:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
1973 SESSION:
MEMBER:
ENVIRONMENT AND LAND USE
EDUCATION
LOCAL GOVERNMENT AND
URBAN AFFAIRS
INTERIM COMMITTEE:
ENVIRONMENT AND ENERGY,
AGRICULTURE AND
NATURAL RESOURCES
STUDY COMMITTEE:
COUNCIL OF STATE GOVERNMENTS
SUBCOMMITTEE ON ENERGY
TASK FORCE:
PERMIT APPROVAL SYSTEM
CO-CHAIRMAN

April 19, 1974

The Honorable Mark Hatfield
United States Senator
Senate Office Building
Washington, D.C. 20510

Dear Senator Hatfield:

I am writing this communique in response to a very serious problem that has not received due attention; namely, federal funds for damage to county roads -- particularly in Washington County -- that occurred during the January, 1974, flood.

On March 14, Washington County submitted an application for $38,485.68 to the federal Disaster Agency in Washington, D.C. We conducted extensive inspections and review of our road situation and found great damage, not only to county roads, but to adjoining personal property. To date, Washington County has received little help in this matter. Actually, Washington County needs $2,000,000 for repair work. Our local communities and citizens have voluntarily cooperated in attempting to correct existing problems and traffic hazard situations which have resulted from the flood.

I am requesting your immediate aid in this matter and I would appreciate a response as soon as possible.

Respectfully yours,

PAT WHITING
State Representative

PW:jt

cc: Governor Tom McCall
Oregon State Highway Division
Washington County Commissioners
City of Tigard, Public Works Department
Yvonne Addington, c/o Tualatin City Hall

May 3, 1974

Hon. Pat Whiting
State Representative
8122 S. W. Spruce
Tigard, OR 97223

Dear Mrs. Whiting:

Thank you for advising me of your concern about flood damage to the county road system in Washington County. The Highway Division has minimal involvement, more or less.

The Federal Disaster Agency administers Public Law 606 which provides for repair of flood damage to roads in instances where the President declares, upon a request by the Governor, that a state of emergency exists. The Federal Disaster Agency calls upon other federal agencies for damage assessment; i.e., actual field inspection and estimating on the ground in the area where the damage occurred.

In this case, the Oregon Division of the Federal Highway Administration provides this service. The Oregon State Highway Division, in turn, sends an engineer to act as a resource person who suggests a practical means of correcting damages and, in general, gives engineering advice.

It is my understanding that this process was followed in all the counties within the emergency areas that suffered damage. I am taking the liberty of calling the matter to the attention of the local Federal Highway Administration so they can review their processes in this particular instance.

Thank you again for keeping me informed.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: G. L. Green, FHWA
A. E. Johnson
E. S. Hunter
L. W. Rulien

LWR:dg cm

Rainbow Lane Road District, Washington County

11. The Road District consists of a single subdivision with approximately 1.4 miles of unditched, unimproved road. During the January 1974 flood approximately two-thirds of this road system was inundated by water. Due to the lack of base material or surfacing of any type, vehicles using this road created several mud wallows.

12. Prior to my inspection the Road District installed several driveway culverts and backfilled these with granular material. These driveways serve single family homes only. In the soft spots the Road District backfilled them with granular material to allow movement of traffic. The only work considered eligible under the FDAA program is the granular material placed in the soft spots and required motor grader work to blade these areas off.

RECEIVED
COUNTY & CITY SECTION
[illegible]

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Rainbow Lane Road District

2. DISASTER DECLARATION DATE January 25, 1974

3. STATE Oregon

4. COUNTY Washington

5. INSPECTION DATE February 25, 1974

6. WORK CATEGORY (SEE DEFINITIONS)
a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2
c. ITEM NO. 1

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Rainbow Lane

10. PERCENTAGE OF WORK COMPLETED TO DATE 100%

11. DESCRIPTION OF DAMAGE
See attached

12. PROPOSED WORK
See attached

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
200	CY	Rock	3.10	620
6	hr	Motor Grader	22.00	132
		TOTAL ESTIMATED COST		$752

RECEIVED
COUNTY & CITY [illegible]CTION
☐ ☐ ☐ ☐ ☐ UE
☐ PPE ☐ CE ☐ RE ☐ PPE ☐

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT ___

15. RECOMMENDATION
☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)
c. FEDERAL INSPECTOR (Signature & Agency Name) P. E. O'Neil, FHWA PE O'Neil
d. DATE 5-14-74

16. CONCURRENCES
☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) d. AGENCY OR OFFICE e. DATE
☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 1 – OEP COPY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300 - Salem OR 97308

May 14, 1974
IN REPLY REFER TO
10-41-AA/409.2.74

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention: Mr. Ray Willman

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District
Presidential Declaration, 1-25-74
Federal Highway Administration

As requested by a phone call from Mr. Willman, enclosed is the damage survey on the Rainbow Lane Road District. As pointed out in the Damage Survey Report and my memorandum of February 28, 1974, the road system was unimproved. Due to the lack of drainage facilities, base material and surfacing, traffic using the road during the flood created several mud wallows. The District backfilled these areas with granular material to make the road passable. It was estimated this cost would be $752. However, the District went further and installed culverts at each private driveway backfilling them with granular material. It was indicated to Mr. Duncan that the culvert installations were ineligible for reimbursement.

Sincerely yours,

G.K.
for G. L. Green
Division Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 15 1974
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

WASHINGTON COUNTY

PUBLIC SAFETY BUILDING — 146 N.E. LINCOLN
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BILL MASTERS, Chairman
VIRGINIA DAGG
RAY MILLER
ROD ROTH
BURTON C. WILSON, JR.

EMERGENCY PLANNING
WARREN (BUD) BARNES, Direct
RUTH SHOEPE, Coordinator
Room 19
(503) 648-8821

6/3/74

Reference: Federal Disaster Assistance

DIVISION OF EMERGENCY SERVICES
Rm. 8 State Capitol
Salem, Oregon 97310

Attention: Mr. Harvey Latham, Administrator

Dear Mr. Latham:

If you will remember, during the aftermath of the flood in January, 1974 Washington County traded several pieces of correspondence with your office and with Ray Willman regarding public county road damages that we felt were not properly surveyed by the inspectors.

We were advised by Ray Willman to compile restoration costs, photos, and to summarize the data, at which time inspectors would be requested to fill out Damage Survey Reports.

It is with this action we submit cost estimates and photos to your office to be reviewed by Region 10 FDAA personnel who can in turn direct inspectors to review the county's flood damage.

Thank you,

Ruth Shoepe

Ruth Shoepe, Coordinator

cc: Sheriff
Fred. O. Leutwyler, Finance Director
Ken Meng, Director of Public Works
Dan Potter, County Administrative Officer
for the Board of Commissioners

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
ARCADE BUILDING, ROOM M-16
1319 SECOND AVENUE
SEATTLE, WASHINGTON 98101

REGION X

June 17, 1974

IN REPLY REFER TO:

Project Application
FDAA-413-DR-7

G. L. Green
Division Engineer
Federal Hwy Administration
477 Cottage Street
Salem, Oregon 97301

Attention: Glenn Hossner

Dear Glenn:

Enclosed are copies of letters from the State's Division of Emergency Services and Washington County dated June 5 and June 3 respectively to which is attached in a red covered folder a re-survey report of ten (10) selected roads that the County is using as an example for use to obtain a reconsideration of eligible damage.

It was my understanding with Mrs. Shoepe that the damaged areas not surveyed initially would be compiled in this manner and turned over to Mr. Cochell. As per our oral discussion last Wednesday, the above letters and folder are forwarded herewith with the suggestion that your office take this up with the State Highway Division for review.

Note that I have left my pencilled notes on the pages with the photographs. Since discussing this with Mr. Hossner last Wednesday, Mrs. Shoepe called me and I briefly explained our intentions. I also told her that except for a couple of locations, the photographs indicated maintenance type situations to which we will not change our criteria of eligibility.

Sincerely,

R. H. Willman
Deputy Regional Director

Enclosures

RECEIVED
JUN 18 1974
OREGON DIVISION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 20, 1974

In reply refer to: 10-41-B/409.2

SUBJECT: Washington County - Flood Damage
Project Application FDAA-413-DR-7
Public Law 606

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Si Cox, Project Management

Enclosed are copies of letters from Washington County and the Federal Disaster Assistance Administration dated June 3 and June 17 respectively. Also enclosed is a red covered folder containing the county's survey and estimate of what they considered eligible flood damage to ten (10) selected roads.

In accordance with agreements between FDAA, the county and the Division of Emergency Services, please arrange for your member of the inspecting team (Mr. Jim Cochell) to review the county's submission and provide comments and recommendations as to the eligibility of the damage and the reasonableness of the estimates.

Please return the county's submission with Mr. Cochell's report as it must be returned to FDAA.

for G. L. Green

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Enclosures
County's ltr dd 6/3/74
FDAA's ltr dd 6/17/74

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] 21 '74

[illegible]

Oyaij

Salem, Oregon

June 24, 1974

Ed L. Hardt
Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

Washington County Flood Damage
Project Application FDAA-413-DR-7
Public Law 606

Enclosed is pertinent information received through the Federal Highway Administration from Washington County covering what the County feels is eligible for Public Law 606 funds.

In accordance with the FHWA request, please have Mr. Cochell review the projects and submit his report and recommendations regarding the eligibility of damage direct to Larry Rulien, Project Management Engineer. It would be appropriate that the field review be completed as soon as possible.

ESH:js
Enclosure

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien

County's survey and estimate
report to Ed Hardt

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
June 19,1974

Mr. Glenn Hossner
FHWA
477 Cottage St. NE
Salem, Oregon 97301

Subject: Inspection of Claimed Flood Damage
Rainbow Lane Road
Washington County

Dear Sir:

I inspected Rainbow Lane Road on june 17,1974 looking for flood damage. The road is unimproved, with little or no ditching, intermittently surfaced with crushed rock or gravel.

The road generally follows the high ground. At this point in time it is rather difficult to determine to what extent the road could have been inundated. I did observe several locations where additional surfacing material had been recently added. Also several culvert pipes for driveways have been recently installed.

It is my opinion that the only work that could qualify for relief under the FDAA program is the placing of the surfacing material.

J.W. Cochell
J.W. Cochell
Resident Engineer, OSHD

RECEIVED
JUN 21 1974
OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☑ ENGR. ☑ COOR. ☐ CE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

PL-606

Box 300
Salem OR 97308

June 24, 1974

10-41-B/409.2

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attn: Mr. Ray Willman

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District, Washington County
Presidential Declaration, 1/25/74
Federal Highway Administration

At Mr. Willman's request Mr. Jim Cochell, the Oregon State Highway Division's team member for Washington County, was asked to review Rainbow Lane's alleged flood damage. Attached is his June 19, 1974 letter reporting on his inspection of Rainbow Lane roads.

Mr. Cochell was contacted for clarification of the last paragraph in his letter. He indicated that he considered Mr. O'Neil's estimate of the surfacing material to be reasonable.

Sincerely yours,

Original signed by
G. K. Hossner
Dist. Engineer

G. L. Green
Division Engineer

Attachment
Mr. Cochell's ltr dd 5/19/74

cc: ✓OSHD (Co-City)
Emergency Services Division
Jim Cochell

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

EXHIBIT " C "

PROJECT ANALYSIS

APPLICANT RAINBOW LANE ROAD DISTRICT COUNTY WASHINGTON

PROJECT APPLICATION NO. FDAA-413 -DR-71 SUPPLEMENT NO. ____

1. X The Project Application shown above and appropriate Damage Survey Reports have been reviewed.

2. X Adjustments to the amount requested are explained in REMARKS.

3. X Items covering permanent restoration work have been reviewed to determine that design capacities do not exceed those which existed immediately prior to the disaster and are in conformity with applicable standards which pertain to the applicant.

4. N/A The applicant understands that administration and engineering are eligible only for direct charge project employees directly engaged in an approved project to cover engineering design, preparation of special plans and specifications, and supervision and inspection of actual work performance.

5. X Approval of this project application does not assure payment in the amount cited below. Final payment is dependent upon the manner in which the work is accomplished, the final completed work inspection, and an audit of the applicant's records. At final audit, the applicant will be required to furnish documentation to support costs incurred in conformity with the requirements of the law, regulations, and and FDAA Handbook for Applicants 3300.1.

6. X Time Limitations: Work done during the emergency period of January 14-21, 1974

7. ____ Remarks: The DSR and the unit prices thereon were based on prices paid for rock and a road grader as indicated on a cost spread sheet submitted by Wm. B. Duncan, Attorney at Law, representing the applicant. According to a visual inspection by Mr. O'Neill of Federal Hwy. Admin., it is his engineering judgment that the total of $752.00 is the maximum amount which is eligible. I concur.
As this eligible work and costs are comingled with those which are not eligible, it is recommended the amount of $752.00 be considered a grant contribution towards the total expanded project costing what appears to be $10,804.91 for materials and equipment plus an undocumented amount for labor.

Approval of this project application is recommended in the amount of

$ $752.00 as a lump sum grant settlement.

Date: 7-29-74

*Federal Agency Distribution:

____ Corps ____ National Marine Fisheries
X Salem (2) FHWA ____ BuRec
____ EPA
____ OTHER EXHIBIT " C "

RECEIVED
COUNTY & CITY SECTION
AUG 16 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

443

PL-606
7

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 8, 1974

In reply refer to: 1041DB/409.2

SUBJECT: Rainbow Lane Road District
Washington County
Flood Damage to Road System - 1974 Storm

cys to: FDAA (Willman)
Emerg Servs
OSHD, Co-City
OSHD, Cochell
Duncan
V Dagg
Whiting

FROM : G. K. Hossner, District Engineer

TO : Mr. G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 12 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Area Engineer Bryant and I attended a meeting this morning at Mr. Latham's office to discuss differences relating to eligible flood damage repairs to the Rainbow Lane Road District as a result of the January 1974 floods. The meeting was requested by representatives from the area in question. The attendees were:

William Bradley Duncan, Attorney representing the Road District
Virginia Dagg, Washington County Commissioner
Pat Whiting, State Representative from Washington County
Harvey Latham, Emergency Services
Sandy Ekstrom, "
✓Don Harwell, County-City, OSHD
Jim Cochell, Resident Engineer, OSHD
Wally Bryant, Area Engineer, FHWA
Glenn Hossner, District Engineer, FHWA

The local representatives were concerned that the damage to the road system had not been properly assessed and that they were entitled to much more than the $752 allowed by Messrs. O'Neil and Cochell. After much discussion it was agreed that Duncan, Cochell, Bryant and Hossner will inspect the roadway on November 26, 1974.

Prior to the scheduled meeting Mr. Duncan will take the following actions:

1. Accumulate all available documentation in support of their claim of flood damage to the Rainbow Lane Road system.
2. Isolate the exact damage sites, particularize the damage caused by the flood, and itemize the cost of repair for each site.
3. Obtain previous annual maintenance costs for the Rainbow Lane road system, say over the past 5 years. (A plan showing the standards to which the roadway was originally constructed would be helpful.)

Original signed by
G. K. Hossner
Dist. Engineer
G. K. Hossner

Mr. Welch stated that the $10,104.91 figure represents 72¢ per running foot, including 44 eight-inch culverts and five large culverts (one being twenty-four inches). Mr. Hossner questioned all the culverts being in but did agree that at least 1,000 yards of gravel had been put on the road since the flood. The main area designations under discussion were areas #3, 4 and 5. Mr. Hossner requested vertification that the culverts in question were actually there before the flood, as one in particular could not be found (one of the Rainbow Lane residents spoke up that the culvert was covered over during the flooding).

Mr. Hossner said that the 24-inch culvert at area #5 could not be allowed for, as only a 15-inch culvert had been there before. There was much discussion on the matter. Commissioner Dagg said she felt that this was nit-picking, and that the relief of the people on Rainbow Lane was so important it should not be interfered with because the culvert was 24-inch rather than 15-inch, particularly since all agreed the flood had shown the 15-inch culvert inadequate. Mr. Hossner explained that the matter was not unimportant, and that they could only allow the money to bring the road back to its original state. Mr. Welch said that such an allowance would be acceptable.

Mr. Cochell questioned the present condition of the road and why it had not been brought back to the previous standards claimed. Mr. Welch explained the Rainbow Lane District was out of money and that one purpose of the request was to collect the funds necessary to finish what was started.

The engineers questioned whether there could be any relief for road sections not covered by water. Mr. Welch explained that water one-inch over the road could be as damaging as one-inch under the road. Mr. Hossner said he had seen roads not damaged by water directly under the surface. Mr. Welch said that this had not been the case in this flooding.

Mr. Welch asked the federal and state agents if they, with their greater experience, had noticed anything missed in the request for funds that would be to the benefit of the homeowners on Rainbow. Mr. Hossner looked to each of the others, but none could think of anything missing that would be to the District's advantage. Mr. Welch expressed the hope that they would watch for such omissions.

Mr. Hossner agreed to further investigation into the matter and requested the following data:

1. Verification of size and location of culverts in the designated areas prior to flood (area 3, 4 & 5 being the major concern).
2. Substantiation of condition of road prior to flood.
3. Prior road maintenance records.
4. Photos of road now in possession of Bill Duncan, Attorney.

Mr. Welch agreed to produce the requested information as quickly as possible.

Meeting adjourned at 12:00 noon.

606 Wm Co

RECEIVED
COUNTY & CITY SECTIC
DEC 10 1974
☑ ENGR. ☑ COOR. ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

MINUTES
Flood Damage Meeting
Rainbow Lane Road District

A meeting was held November 26, 1974, at Washington County Administration Building, Hillsboro, Oregon, between the County, representatives of the Federal Highway Administration and the State Highway Division, residents of Rainbow Lane Road District and interested citizens, for the purpose of reviewing eligibility of flood damage in mid January 1974 to the Rainbow Lane Road District.

Those present at the meeting were: Virginia Dagg, Washington County Commissioner; Daniel O. Potter, County Administrative Officer; Thomas Welch, interested citizen; Glenn Hossner, District Engineer, Federal Highway Administration, Salem; Wallace Bryant, Area Engineer, Federal Highway Administration, Harold Reynoldson, State Highway Division; Jim Cochell, Resident Engineer, State Highway Division and residents of Rainbow Lane, Ms. Coy Finlay, Ms. Catherine Eagon and Ms. Lily Haner; Recording Secretary was June Lyster.

Following is a digest of the meeting:

Mr. Welch explained that the purpose of the meeting and the inspection this morning was to establish that the material (e.g., rock, gravel, culvert pipe, etc.) was on the site, or needed on the site, in accordance with the claim.

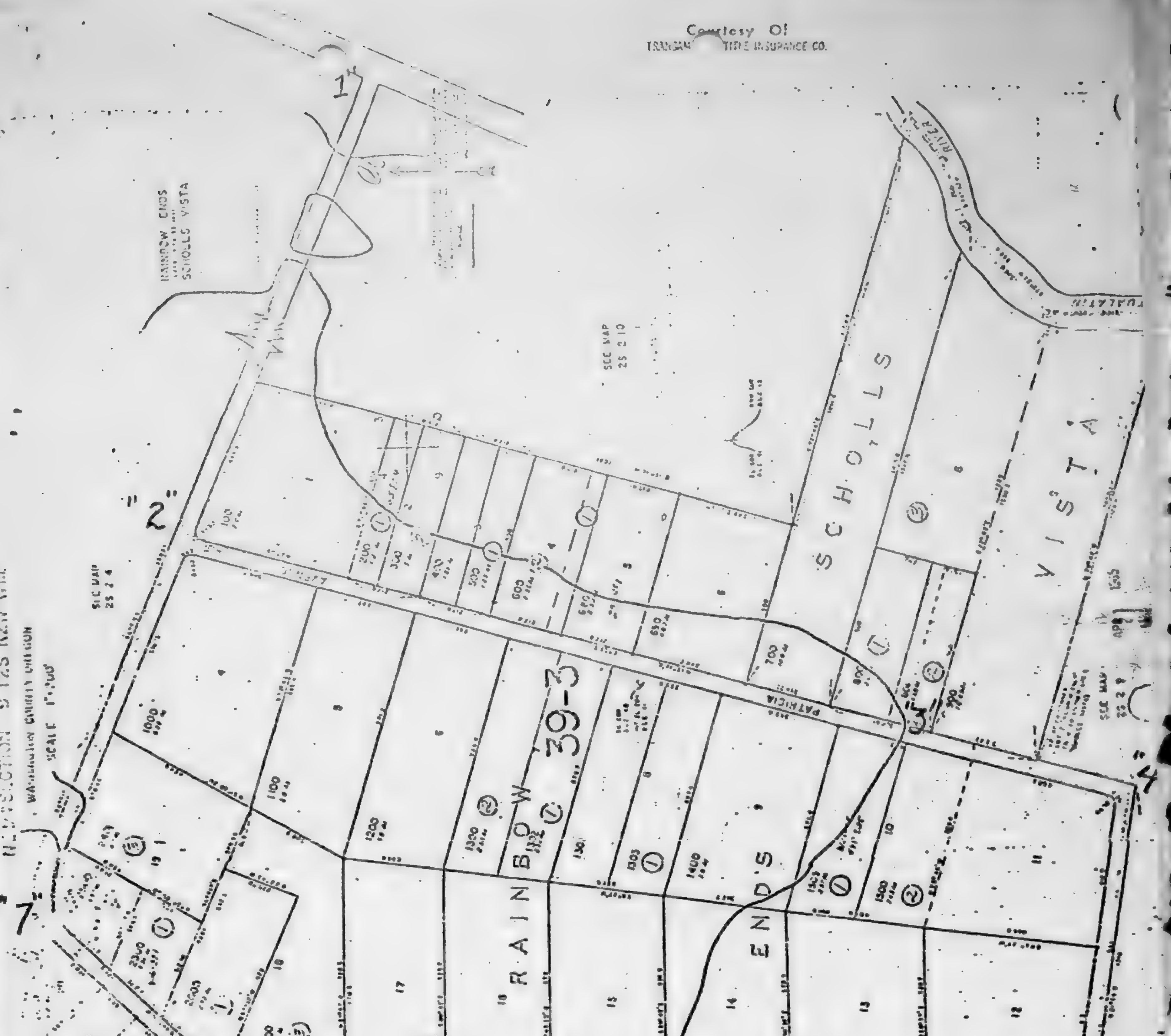
Mr. Hossner apologized for not getting to Rainbow Lane until 9:45 that morning. He had thought the meeting was called for 9:30.

Mr. Welch distributed packets containing information on the damaged sites, itemized cost of repair, and letters regarding condition of the road before the flooding as well as after the flooding.

It was shown that two months previous to the flood, Rainbow Lane had been brought up to the standards required for postal delivery and school bus service. It was stated that flood damage was far more than allowed originally by the State and Federal engineers. Considerable aid in the form of volunteer offerings and donations of gravel and material have been given. The amount can be judged by the length of the 2.7 mile road. The 1,000 yards of rock used accounts for a cover of less than an inch-and-a-half on the 1,400 foot road. Also, nearly all of the ballast was replaced in the flooded areas (in one place to a depth of four feet) and 98% of the 2.7 miles was resurfaced. $10,104.91 is requested to recover cost allowed within disaster relief. Local representatives were concerned that damage to the road system had not been properly assessed and disagreed with the amount of $752.00 allowed by Messrs. O'Neil and Cochell. It was requested of Mr. Glenn Hossner that the local representatives be sent the State and Federal findings on this figure. Mr. Hossner agreed to do so.

The question arose as to why rock was laid in other than that covered by water. Mr. Welch answered by showing that from the beginning, rock had to be put where it was most needed to allow trucks to pass. Even that was sometimes not possible, for when the first load was being sent to Area #6, the truck was stuck in the quagmire, and had to dump at Area #1.

Mr. Welch said that during the flood the river rising at the homesites at the southerly one-third of the area was approximately 3 feet deep, with a current of 15 knots and water so swift, power boats could not be used in rescue work. A question arose concerning an existing strawberry patch and why it was not washed out if the water current was 15 knots. Assurance was given that the strawberries were all set out during August 1974, many months after the flood.


N.E. 1/4 SECTION 9 T2S R2W W.M.
WASHINGTON COUNTY OREGON
SCALE 1"=200'
RAINBOW ENDS
SCHOLLS VISTA
SEE MAP 2S 2 10
SEE MAP 2S 2 4
SEE MAP 2S 2 9
SEE MAP 2S 2 3
RAINBOW END'S
SCHOLLS VISTA
PATRICIA
TUALATIN RIVER
TUALATIN
39-3
1"
2"
4"
5"
6"
7"

Courtesy Of
TRANSAM TITLE INSURANCE CO.

7443

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 29
Olympia, Washington, 98507

DATE: December 4, 1974

In reply refer to: 1053RW

SUBJECT: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District
Presidential Declaration, 1/25/74
Federal Highway Administration

FROM: P.E. O'Neil, Assistant Planning & Research Engineer
Olympia, Washington

TO: Mr. Glenn Hossner, District Engineer
FHWA, P.O. Box 300
Salem, Oregon, 97301

As I have indicated in previous memorandums and my damage survey report, I conducted the inspection of the Rainbow Lane Road District on February 25, 1974 in the company of Mr. Duncan. To help clarify the areas that I inspected, enclosed is Exhibit A.

In the company of Mr. Duncan we inspected the road segments from 1 through 7. At this time Mr. Duncan indicated that the segment from 1 to 2 had been repaired by others and was not the responsibility of the Rainbow Lane Road District; therefore, my main concern was with the traversed section from 2 through 7.

As indicated in the damage survey report, the subdivision has approximately 1.4 miles of unditched, unimproved road. During the flood period the subdivision's facility was partially inundated by the flood waters. Since the facility lacked base material or surfacing of any type, vehicles using the facility created several mud wallows. Considering the pre-disaster conditions, and the type of damage, the only portion considered eligible for relief was the additional surfacing to bring the facility up to a pre-disaster condition.

The facility was passable at the time of inspection. The road district had placed gravel intermittently from points 2-3, 3-4, 4-5, 5-6 and point 7. Considering the facility was inundated from points 3-4, 4-5, 5-6 and at point 7. My estimate was based on the intermittent repair in these areas for the roadway width of 16 feet and lift depth of 4 inches for an accumulated distance of 1,000 feet. This allotted 200 cubic yards of gravel and 6 hours of motor grader time to bring the facility to pre-disaster conditions.

The culverts installed by the district were not located within the roadway; however, they were installed in private driveways and considered ineligible.

P.E. O'Neil
Pat O'Neil

ECEIVED
DEC 06 1974

Enclosed

8443

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
[illegible]

2. DISASTER DECLARATION DATE
[illegible]

3. STATE
[illegible]

4. COUNTY
[illegible]

5. INSPECTION DATE
[illegible]

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.
[illegible]

7. MAP OR PHOTO REFERENCE NO.
[illegible]

8. WORK TO BE ACCOMPLISHED BY:
☐ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
[illegible]

10. PERCENTAGE OF WORK COMPLETED TO DATE
[illegible]

11. DESCRIPTION OF DAMAGE
[illegible]

12. PROPOSED WORK
[illegible]

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]		
		TOTAL ESTIMATED COST		[illegible]

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT ___________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name)

d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO

c. STATE INSPECTOR (Signature)

d. AGENCY OR OFFICE

e. DATE

☐ a. YES ☐ b. NO

c. REPRESENTATIVE OF APPLICANT (Signature)

d. DATE

Form OEP 164
April 1973

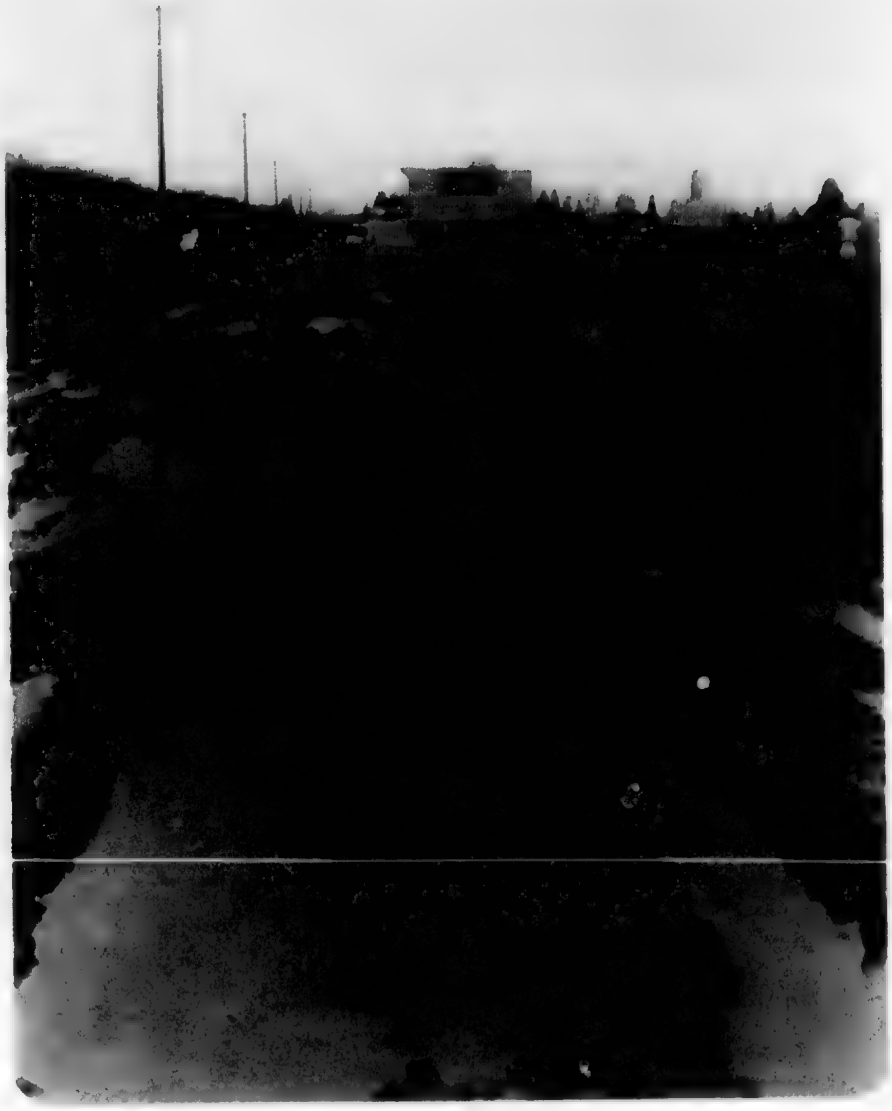
INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

307

DEC

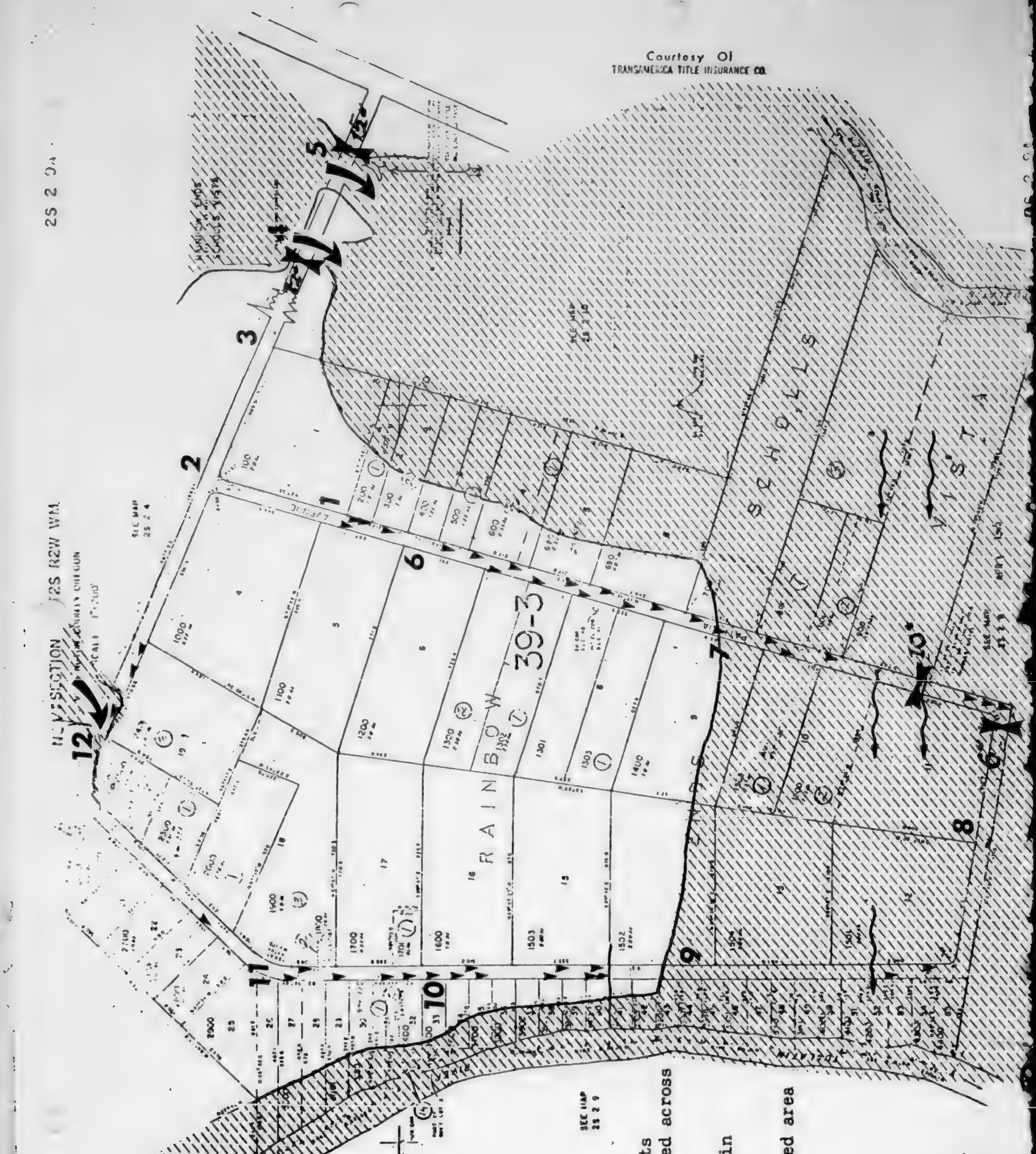
DEC • 74

DEC • 14



1974 DATE			ROCK	BACKHOE	CAT	GRADER	OTHER	RIV. RDING.	WK. AREA
J 14	Quality		47.12						1
14	Eagan	8 hrs @ $25.00		200.00					1 to 2
14	Haner	6 hrs @ $21.94				131.64			ALL
14	Sweitz	9 hrs @ $18.00			162.00				
15	Haner	8 hrs @ $21.94				175.52		23'	
15	Eagan	6 hrs @ $25.00		150.00				24 3/4'	1,2,3,12
17	Power Rents				530.00			30 1/2'	ALL
17	Quality Rock		146.28					34 3/4'	3,4
17	Eagan	7 hrs @ $25.00		175.00				35 1/4'	3,4
18	Quality		379.13					35 3/4'	1,3,4
18	Eagan	9 hrs @ $25.00		225.00				35 3/4'	11
18	Haner	9 hrs @ $21.94				197.46		35 1/2'	1,2,3
18	Sweitz	9 hrs @ $18.00			162.00				6
19	Baker	202.3Y @ 3.10	627.13					34 1/2'	3,5
19	Eagan	8 hrs @ $25.00		200.00				34	1,3,11
19	Sweitz	9 hrs @ $18.00			162.00				3,11
19	Haner	10 hrs @ $21.94				219.40			1,6
19	Quality		600.58					33 1/4'	3,9,10,11
20	Sweitz	9 hrs @ $18.00			162.00			33	3,10,11
21	Union Station—gasoline						4.05	32 3/4'	ALL
21	Sweitz	9 hrs @ $18.00			162.00				West leg
21	Quality		15.13						5
22	McCormick	pipe					448.00	31 3/4'	ALL
22	Sweitz	9 hrs @ $18.00			162.00				8
22	Haner	9 hrs @ $21.94				197.46			8
22	Progress	206.7Y @ $3.10	640.77						8,9
23	Haner	9 hrs @ $21.94				197.46		28'	8,9
23	Sweitz	9 hrs @ $18.00			162.00				8,9
24	Sweitz	9 hrs @ $18.00			162.00			26 1/4'	8
25	Haner	10 hrs @ $21.94				219.40			4,11
25	Baker Rock		82.46						4,11
25	Sweitz	9 hrs @ $18.00			162.00				6,7
26	Progress		78.00						8
26	Haner	8 hrs @ $21.94				175.52			East & South
26	Sweitz	9 hrs @ $18.00			162.00				7,8
27	Haner	8 hrs @ $21.94				175.52			7,8
27	Sweitz	9 hrs @ $18.00			162.00				7,8
28	Sweitz	9 hrs @ $18.00			162.00				7,8
29	Haner	8 hrs @ $21.94				175.52			8
29	Progress		225.00						3,8
J 29	Sweitz	9 hrs @ $18.00			162.00				8
29	Eagan	7 hrs @ $25.00		175.00					8
30	Progress		117.00						ALL
30	Eagan	9 hrs @ $25.00		225.00					ALL
30	Haner	9 hrs @ $21.94				197.46			ALL
F 5	Progress		39.00						5
5	Eagan	8 hrs @ $25.00		200.00					5
5	Haner	5 hrs @ $21.94				109.70			3,4,5
14	Barbur Blvd. Rentals			285.95					ALL
14	Union Station—gasoline						11.25		ALL
	TOTALS,		2997.60	1835.95	2636.00	2172.06	463.30		

$10,104.91



Courtesy Of
TRANSAMERICA TITLE INSURANCE CO.
2S 2 9A
NW 1/4 SECTION 2S R2W WM
WASHINGTON COUNTY OREGON
SCALE 1"=200'
RAINBOW
39-3
SCHOLLS
VISTA
1
2
3
5
6
7
8
9
10
11
12
culverts replaced across road
ditto in entry
flooded area

Ex 'E'

April 5, 1974

Board of Commissioners

Meeting with Disaster Technical Officials on Road Flood Damage

During the course of the meeting pictures were shown, and the point was made repeatedly that Washington County had severe water problems on its roadway system, that water stood over the roads and when water went down there was a problem with the roadway. The point was also made that the expectation was that the roadway would be put back as it was before the flood.

The representatives of the Federal Disaster Assistance Agency reiterated that they were following the manual and their instructions, and that damage caused by freeze-thaw could not be covered, in that it was specifically not eligible. Also, those items of heavy maintenance caused by lack of maintenance, minimal maintenance, improperly located or sized culverts, inadequate ditching, or poorly maintained ditches, other items that could be expected on an annual basis, and other such items, were not covered under the guidelines or the instructions.

Commissioner Dagg made the specific point that the road damage was catastrophic, that the County funding was poor at best, that the Federal Government gave away huge sums to foreign nations but when local areas have a problem, funds are not obtainable.

Commissioner Dagg inquired as to who would have to be contacted to determine if rules had been met, or if rules could be changed. She was given the name of Mr. Ray H. Willman of the Federal Disaster Assistance Agency in Seattle.

On questioned as to whether an added review would be made, it was indicated that, due to limited personnel and time and based on the guidelines, the Federal representatives could not drive all Washington County roads, and it would not be expected that added projects would be found.

Respectfully submitted,

Daniel O. Potter
County Administrative Officer

DOP:jl

WASHINGTON COUNTY

Inter–Department Correspondence

Date April 5, 1974

To : Board of Commissioners

From : Daniel O. Potter, County Administrative Officer

Subject : Meeting with Disaster Technical Officials on Road Flood Damage

At the request of your Board, a meeting was arranged and held at 1:30 p.m., April 4, 1974, with representatives of the Federal Disaster Assistance office for the purpose of reviewing the eligibility of roads damaged by flooding in mid January 1974.

Those present at the meeting were: Virginia Dagg, Washington County Commissioner; Daniel O. Potter, County Administrative Officer, Ken Meng, Director of Public Works; John Crockett, Deputy Director of Public Works; John Robison, Chief, Engineering Services, Public Works; Al Girard, Road Engineering Supervisor, Public Works; Monte Palmer, Operations Superintendent, Public Works; Charles Sherratt, Undersheriff; Ed Warmoth, Traffic Safety Coordinator; Ruth Shoepe, Coordinator, Emergency Planning; Marge Haubrich, Emergency Planning; Ed Sullivan, County Counsel; Jim Cochille, State Highway Division; Patrick O'Neil, Federal Highway Administration; Lance Mushaw, Oregon Journal; Miles Green, The Oregonian; Don Roberts, The Argus; June Lyster, Recording Secretary.

The meeting was taped in its entirety.

A digest of the meeting and the conclusions follow:

Commissioner Dagg opened the meeting by indicating she represented your Board, and that the Board was not happy with the outcome of the damage assessment. She asked for further evaluation of the roads previously checked, and a complete evaluation of roads by those representing the Federal Disaster Agency. She indicated it was not Washington County's wish to ask for complete road replacement, but it was the desire of the County to have the roads replaced in at least the same condition as that preceding the flood.

Mr. O'Neil, representative of the Federal Highway Administration, who provided technical assistance to the Federal Disaster Agency, indicated that the Eligibility Handbook, and instructions from the Federal Agency, indicated that there were two sets of circumstances that could not be covered: 1. Heavy maintenance, and 2. Freeze-thaw damage. He indicated he and Mr. Cochille had reviewed a composite group of roads that had been damaged with Mr. Palmer, our Operations Superintendent, and had explained what was eligible and ineligible. Mr. O'Neil further explained that due to the limits of time and personnel, local officials had made most of the actual reconnaissance of the roads using the rules established, and had determined what was and was not eligible. Following this local reconnaissance, the representatives of the Federal Disaster Agency had specifically reviewed those roads believed to be eligible, and a determination had been made, site by site, as to eligibility and cost of repair. Eleven sites were found to be eligible at a total cost for repair of some $38,000.

Third stop between #s 7 & 8. The engineers wondered what good the culvert was because the water came up over it.

Fourth stop at southeast corner. Looked for culvert. More questions about why the previous culvert was even there. Mrs. Finley reminded the engineers the purpose of inspection. The attorney for the District would answer questions. They did not find the culvert.

The last stop——the fifth——was at the southwest corner. No culvert was found. Some of the engineers walked over and expected the ditches without explanation.

Mrs. Haner got into Mrs. Finley's car and all drove to Hillsboro for the 11:00 AM meeting.

INSPECTIONS of RAINBOW LANE by STATE & FEDERAL AUTHORITIES for FLOOD DAMAGE - 14 JAN 1974 to 5 FEB 1974

21 Jan 74	Mounty Palmer & Ted Rawlins of Washington County Public Works review flood damage of Washington County with Jim Cochell, Resident Eng., OSHD, and P.E. O'Neil, FHWA. Rainbow Lane was not inspected.
25 Feb 74	P.E. O'Neil, FHWA, and William Bradley Duncan, attorney for Rainbow Lane Spec. Road Dist. inspect Rainbow Lane. The route is traveled once with a stop at Mrs. Lily Haner's home.
17 Jun 74	Mr. Cochell reports in his letter of 19 June 1974 that he looked for flood damage on the 17th of June.
26 Nov 74	Mssrs. Glenn Hossner, FHWA, Wallace Bryant, FHWA, Jim Cochell, OSHD, and Harold Reynoldson, OSHD inspect Rainbow Lane. An appointment had been made for 9:00 AM with Mrs. Virginia Dagg, Wash. Co. Commissioner. At 9:37, Commissioner Dagg and Thomas K. Welch left Rainbow Lane. Mrs. Coy Finley, Mrs. Eagon, and Mrs. Lily Haner, residents of Rainbow Lane went to Mrs. Haner's house for coffee. Shortly after 10:00 AM, Mrs. Haner looked out her front window (between #s 9 & 10), and saw a car which she correctly guessed were the State and Federal authorities in the vicinity of #7. She called Comm. Dagg, who suggested they meet in Hillsboro at 11:00 AM, if they were the inspectors and Mrs. Haner could catch them. She did, and asked where they had been, for they were the expected inspectors. They explained that they had thought the meeting was scheduled for 9:45 AM. Mrs. Haner asked if they could meet with Mrs. Dagg at 11:00. When this was agreed to, she asked if she should ride with them, which was also agreed to. She got into the back seat while Mrs. Coy Finley and Mrs. Eagon followed in Mrs. Finley's car. They returned to the beginning of Rainbow Lane, near Groner School. First stop was at #5. Mrs. Haner was questioned about the two culverts - 8" & 24". It was then explained that there would be no allowance for the second culvert. Second stop was at #4. The engineers could not find the culvert, and assumed it was old and plugged up.

15 November 1974

Blaine Whipple
8455 S. W. Brookridge
Portland, Oregon
97225

Dear Blaine,

Sorry I had to run Thursday, to get Karin to school.

I've enclosed the newspaper story from the 'Journal' of January 23rd, on the Rainbow Lane problem.

As I mentioned on the phone, I became involved with this through Virginia Dagg. It appears to be another instance where legislation to aid the helpless is being thwarted by the agency that should be the instrument of that legislative intent.

The State Highway Department appears to be doing what they can to interfere with the aid, and the correction of the flooding on Rainbow Lane. They even seem unaware that the State Highway Department is now in the position of promoting inadequate roads. Bill Duncan of Hillsboro is giving splendid legal assistance, without fee, and I have been assembling the data and making out the loan forms required for the assistance of the Federal Disaster Act. Virginia Dagg is bringing what help she can through the County. Pat Whiting has met with the State Highway officials at least once.

I will keep you informed of our progress so that if there is further interference from the State you will be able to properly advise us.

Sincerely,

Thomas K. Welch

TKW/jw

Home Address
PAT WHITING
8122 SW Spruce
Tigard, Oregon 97223

Washington County
District 7

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

Committees
1973 Session:
Member:
Environment and Land Use
Education
Local Government and
Urban Affairs
Interim Committee:
Environment and Energy,
Agriculture and
Natural Resources
Study Committee:
Council of State Governments
Subcommittee on Energy
Task Force:
Permit Approval System
Co-Chairman

November 24, 1974

Mr. Tom Welch
1521 S.W. 66th
Portland, Oregon 97225

Dear Mr. Welch:

Regarding the Rainbow Lane Road District flood damage review which is to take place November 26th on site, I would appreciate receiving all pertinent data accumulated to date by your office and by Mr. Duncan regarding documentation in support of flood damage concerns, cost of repair, and prior road maintence.

I will be unable to attend the November 26th meeting as my schedule is quite pressing, therefore, I am requesting that you collect related data and outline the review activity that is accomplished Tuesday morning and furnish me such materials the afternoon of the 26th. Also, I would like to be kept informed of all communication transpiring in the near future to expedite an acceptable solution to the flood damaged road, expenses incurred, and the needs of the people of the District.

As State Representative of our local communities, I am most grateful to you for helping the people of the Rainbow Lane Road District and for assisting me in this endeavor.

Respectfully,

PAT WHITING
State Representative

cc: Gov. Tom McCall
Gov. Elect Bob Straub
Mr. Harvey Latham, E.S.
Comm. Virginia Dagg

The relief request is for $10,104.91. This is only to recover the cost allowed within disaster relief. There was also considerable aid in the form of volunteer offerings and donations of gravel and material. The amount can be judged by the length of the 2.7 mile road. The thousand yards here listed accounts for a cover of less than an inch-and-a-half on the 14,000-foot road. Nearly all of the ballast was replaced in the flooded areas (in one place to a depth of four feet), and 98% of the 2.7 miles was resurfaced.

The $10,104.91, then, represents 72¢ per running foot, including 44 eight-inch culverts and five large culverts (one is twenty-four inches).

The homeowners on Rainbow Lane are deeply appreciative of your efforts, the help of your colleagues in the Legislature, and the assistance of Commissioner Virginia Dagg.

I will meet you Tuesday, after the morning meeting with the State and Federal authorities.

Sincerely,

Thomas K. Welch

Thomas K. Welch

TKW/jw

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

25 November 1974

Representative Pat Whiting
18040 Lower Boones Ferry Rd.
Tigard, Oregon 97223

Dear Ms. Whiting,

Enclosed with this letter is the report that you requested on the Rainbow Lane flood disaster of 14 January to 14 February 1974.

The maps and data show the cost of the disaster on a daily basis and the location of all the material delivered to the site, excepting that donated and volunteer work. The Rainbow Lane flooding in January and February of this year is the worst that community has suffered since its inception in 1950. For some in the community it was a financial disaster, and for one family, a tragedy. I believe you picked a good case to see the problems and limitations the State and local governments must face to help the helpless.

Briefly, here is what happened:

From midnight on the twelfth of January, through the thirteenth, three inches of rain fell in that portion of Washington County. The next day, as the river began to rise, a flash flood took out two fifty-foot sections on the North leg (numbers 5 and 12). Families were stranded, food became a community effort, and a health problem had developed.

Ironically, it was in the previous two months that Rainbow Lane had, by twenty years of saving and effort, brought their road to the standards required for postal delivery and the school bus (see enclosed letters).

On the fifteenth of January the rising river inundated the southerly one-third of the area. The river, at these homesites, was approximately three feet deep, with a current of fifteen knots. The water was so swift that some power boats could not be used in rescue efforts. Rowboats were futile, and wading dangerous, if not impossible.

On the twentieth of January, Mr. Moffat, while trying rescue his household goods, suffered a heart attack. The Midway Emergency Unit, called to his aid, became stuck several times on the East leg and finally tipped over on its side. An ambulance could not get past the corner entry to Rainbow Lane; but two women, with a makeshift stretcher, managed to get Mr. Moffat out of the deeper water—the river had crested by now and the current was manageable. Several men reached the scene and carried Mr. Moffat to the ambulance. He did not live through the night.

-cont.-

schedule.

Please advise if there is any additional information the State Highway needs before the meeting.

Sincerely,

Thomas K. Welch

TKW/jw

cc: Congressman Les AuCoin
Commissioner Virginia Dagg
William B. Duncan
Mrs. Lily Haner
Mrs. Coy Finley

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

4 February 1975

Representative Pat Whiting
State Capitol Building
Salem, Oregon 97310

Dear Ms. Whiting,

Enclosed is the information on Rainbow Lane you requested Sunday.

Two corrections should be noted in the previous information:

1. As described in the minutes of November 26, the correct figure requested is $10,104.91. The application amount of $10,804.91 reflects an addition, or typing, error of $700.00.

2. It was Herbert Hatcher, Mrs. Moffatt's father, not Mr. Moffatt, who died during the flood.

Mr. Hossner's requests for additional information as noted in the November 26, 1974 memo are:

1. The size and location of the culverts are shown on the corrected section map dated today. (Investigation shows the area flooded to be more extensive than previously believed, as noted.)

2. The condition of the road prior to the flood is substantiated by the enclosed letters.
    a. Groner School District #39 of March 6, 1974.
    b. U. S. Post Office of March 7, 1974.

3. Two copies of the prior road records from 1970 through June 1974, as reported to the Secretary of State, are enclosed.

4. The photos requested are included (taken 22 and 23 January 1974). The colored photo of the unflooded area was taken north of Area 12, looking north.

Commissioner Dagg has not received the findings that lead to the amount of $752.00 in the Damage Survey Report of May 14, 1974. She assumes they will be available at the meeting you are scheduling.

Congressman Les AuCoin has asked to be kept informed. All copies have been forwarded to him. His local office manager, Pat McCormick, would like to attend the Salem meeting. Please advise him at 345 U. S. Courthouse. He said an early morning meeting would be best for his

(cont.)

6 February 1975

Pat McCormick
Administrative Assistant
to Congressman Les AuCoin
375 U. S. Courthouse
Salem, Oregon 97205

Dear Pat,

Here is the Rainbow Lane file we discussed this week. The two letters to Pat Whiting on 25 November, 1974 and 4 February, 1975 tell what happened. The minutes of the 26 November, 1974 meeting shows the problem.

I told Les last November, I believe the Rainbow incident involves a principle overlooked by liberals. It is this:

We as liberals encourage the appropriation of money for aid to the helpless (in this case, disaster relief), but we are not around when the money is passed out.

When it is, the recipients are really helpless, and look to the agents of the legislative charity we have passed. These are not always ideal agents of mercy, and the intended recipients are in no position to complain.

I have no solution. But believe it important to pay attention that our good intentions not be abused, our money not wasted, and that we not excuse our indolence with the plaintive "we tried".

See you later,

Thomas K. Welch

TKW/jw

cc: Rep. Pat Whiting
Comm. Virginia Dagg

Our estimate of eligible damages for the Rainbow Lane Road District now totals $974.13. This total includes $752 in the original DSR and $222.13 in the revised DSR for work performed at applicant's Work Area 5.

The revised DSR is considered to be our initial and final inspection report in that all eligible damage repair had been completed at the time of our inspection.

Sincerely yours,
Original signed by
G. K. Hossner
Dist. Engineer

G. L. Green
Division Engineer

cc:
Emergency Services Division w/12-4-74 memo, O'Neil to Hossner
11-26-74 meeting minutes
11-8-74 memo, Hossner to Green
Packet
DSR, Item 1-Revised
OSHD (County-City) w/12-4-74 memo, O'Neil to Hossner
DSR, Item 1-Revised
OSHD (Jim Cochell) w/ "
Rainbow Lane Road District w/"

GKHossner:cst

In summation, my staff and Oregon State Highway Division people have met with representatives of the Rainbow Lane Road District, Washington County, Oregon State Emergency Services and Legislator Pat Whiting in an effort to resolve the differences involving the subject project. Another field inspection was made of the road system on November 26, 1974 with all interested parties represented.

The November 26, 1974 inspection substantiated conditions described in Mr. O'Neil's Damage Survey Report which was forwarded to your office with our May 14, 1974 letter. However, subsequent discussions revealed that Mr. O'Neil did not include an estimate of damage to the roadway from Point 1 to Point 2 as designated on the map attached to Mr. O'Neil's December 4, 1974 memorandum for reasons set forth in his memorandum. Consequently, I am submitting a revised DSR to include the cost of repairing the washout at the applicant's designated Work Area 5 where it was evident that the low fill washed out. The estimate is based on information included in the packet furnished by the Road District but does not include pipe or backhoe time. The existing pipe did not wash out nor was it damaged; therefore, the installation of a new parallel pipe at the location is considered ineligible for PL 606 funds.

Over 2 months have elapsed since the Road District representatives promised to provide the additional information set forth in Mr. Hossner's November 8, 1974 memorandum and the minutes of the November 26, 1974 meeting. It does not appear to be in the public interest to further delay our decision.

The following estimate of costs at Work Area 5 is based on the Road District's narrative report and tabulation of costs included in their packet, a copy of which is attached:

Date	Item	Amount
January 19	40 CY* rock @ 3.10	$124.00
19	1 hr** grader @ 22.00	22.00
21	Rock	15.13
February 5	Rock	39.00
	1 hr grader @ 22.00	22.00
		$222.13

*based on 20% of total quantity for this date being used at Work Area 5. See applicant's narrative in packet.

**Applicant does not show any grader time at this site for January 19. 1 hour seems appropriate.

606

Box 300
Salem OR 97308

February 11, 1975

1041DB/409.2-Washington

Hopkins
Harwell
Holmes
Frange
Ungein

RECEIVED
FEB 12 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

Mr. William H. Mayer
Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room N-16
1319 Second Avenue
Seattle, Washington 98101

Attention: Mr. Gregory C. Polt

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District, Washington County
Presidential Declaration, 1-25-74
Federal Highway Administration

Attached for your information, review, and action are the following documents:

1. G. K. Hossner's November 8, 1974 memorandum to G. L. Green

2. An unsigned copy of the minutes of a November 26, 1974 meeting with Washington County, Rainbow Lane Road District, Oregon State Highway Division and Federal Highway Administration representatives. It is believed the minutes were compiled by a County representative.

3. P. E. O'Neil's memorandum of December 4, 1974 with attachments to G. K. Hossner

4. A copy of the packet referred to in the minutes of the November 26, 1974 meeting

5. A copy of Damage Survey Report, Item 1-Revised

[illegible]

Representatives of the applicant still contend that 3 to 4 feet of roadway (elevation) was eroded away in the lower end of the loop due to flood action. State and Federal inspectors have been unable to verify that such damage occurred and to date documentation to substantiate this contention has not been received.

Representatives of the applicant were advised during the meeting that any claim for reimbursement must be supportable as it is later subject to audit, that proof of maintenance obligation of the section of roadway leading from the County road to the loop will be necessary and that legal fees for the controversy in question were not eligible for reimbursement under Public Law 606.

Attached for your information is a copy of T. K. Welch's February 4, 1975 letter with attachments. Also included is a typewritten note recording a 11:10 a.m. February 14, 1975 phone call from Pat Whiting with miscellaneous Rainbow Lane documents attached. These documents appear to be fragmented portions of the County's records concerning Rainbow Lane and County involvement. Consequently, Mrs. Whiting has been requested to provide the complete file.

My staff and representatives of the State Highway Division are available to more fully discuss this matter with you if so desired.

Sincerely yours,

Original Signed By
G. L. GREEN
Division Engineer

G. L. Green
Division Engineer

Attachments

cc:
Emergency Services Division
OSHD (County-City)

reimbursement of $10,104.91 (later changed to $10,804.91). The State and Federal estimate totals $974.13.

Our (State & Federal) estimate provides for restoration of a small roadway fill which washed out at the applicant's (Rainbow Lane Road District) Work Area No. 5, plus 200 CY of rock and 6 hours of motor grader time which was necessary to reinforce the roadway in areas which had been inundated by flood waters (lower end of loop). The applicant seeks reimbursement for costs incurred in resurfacing 98% of the 2.7 miles of roadway within the Road District and installation of 44 8-inch culverts and five larger culverts.

Our inspectors were unable to recommend any of the culverts for reimbursement since our field reviews, supplemented by data furnished by the applicant, did not verify that any culverts had been washed out by flood action nor was there evidence that any culverts had been damaged beyond salvage. In fact, most of the culverts were installed under private driveways in areas not inundated by flood waters.

The matter of resurfacing is more difficult to assess. Our inspectors normally classify the type of damage (wheel rutting) that occurred to the Rainbow Lane roadway as heavy maintenance. However, this being a small road district with limited finances was provided for reinforcement of the roadway in areas where soft spots developed following inundation by flood waters.

I believe our inability to reach agreement with the applicant is threefold. First, we are dealing with people with limited knowledge of Public Law 606 and they are unwilling to consider anything less than our "rubber stamping" of their damage claim. Second, we are dealin g with people that are not familiar with road maintenance and repair. They seem to think that any damage that occurred to the roadway during or after the flood, no matter how minimal, is eligible for reimbursement under PL 606. Last, we are dealing with a very poorly constructed and maintained facility. Due to the lack of adequate surfacing and drainage, this roadway has been and always will be subject to damage during periods of wet weather unless remedial measures are undertaken. The roadway traverses a very flat area and was not built to a high enough elevation to allow for adequate drainage away from the roadway. This condition combined with inadequate surfacing materials results in a facility that is very susceptible to damage by traffic during periods of heavy rain.

Mutual agreement was not reached at the meeting. Representatives of the applicant indicated that they plan to appeal our findings to whatever level is necessary to get satisfaction. It is our understanding that an appeal will be made by representatives of the applicant to your office through Emergency Services.

606
10th Co
Jan 1974 storm Damage

Box 300
Salem OR 97308

February 26, 1975
1041DB/409.2 General

Hopkins
Harwell ✓
Holmes ✓
Prange
Unrein

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Room M-16, Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District, Washington County
Presidential Declaration, 1-25-74
Federal Highway Administration

A meeting was held in the Governor's conference room in Salem on February 18, 1975 with the following in attendance:

Pat Whiting, State Representative
Blaine Whipple, State Senator
Ed Sullivan, Governor's Legal Counsel
Pat McCormick, Senator Les AuCoin's Office Manager
Virginia Dagg, Washington County Commissioner
William Duncan, Attorney for Rainbow Lane Road District
T. K. Welch, Representing Rainbow Lane Road District
R. H. "Doc" Finley, "
Coy Finley, "
Lillian L. Haner, "
Sandra Ekstrom, State Emergency Services Division
Barbara Thomas, "
Don Harwell, Oregon State Highway Division
Hal Reynoldson, "
Jim Cochell, "
W. N. Bryant, Federal Highway Administration
G. K. Hossner, "

The meeting was arranged by State Representative Whiting in an effort to resolve the differences between the State and Federal inspectors' assessment of eligible flood damage and that of the Rainbow Lane Road District representatives. The District is seeking

In the third paragraph on page 2 Mr. Duncan states "the culvert at point 5 was destroyed." This could not be verified during the November 26, 1974 inspection in company with road district representatives. In fact, the original culvert was in place and functioning with a larger pipe placed alongside.

It is noted that Haner and Eagan account for about $4,000 of the total claim (see Exhibit F attached to Duncan's February 26, 1975 letter). I assume some relationship exists between these people and the Haner and Eagan that accompanied the State/Federal team on November 26, 1974 and the Haner that signed the affidavit (Exhibit D) attached to Duncan's February 26, 1975 letter.

Sincerely yours,

Original signed by
G. K. Hossner
Dist. Engineer

G. L. Green
Division Engineer

cc:
Emergency Services Division
OSHD (County-City, Mr. Reynoldson)

PL 602
[illegible] 1974 Storm Damage

Box 300
Salem OR 97308

March 10, 1975

1041DR/409.2

Hopkins
Harwell ✓
Holmes ✓
Prange
Unrein

RECEIVED
MAR 12 1975
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Room M-16, Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District, Washington County
Presidential Declaration, 1-25-74
Federal Highway Administration

I have reviewed Mr. Duncan's February 26, 1975 submission to you and have several comments for your information in considering the applicant's appeal.

In the first paragraph on page 5 Mr. Duncan attempts to discredit the November 26, 1974 inspection by inferring that State and Federal officials drove around the Rainbow Lane Road and exited their vehicle when recognized by local residents to look along the edge of the road for signs of flooding. This is a gross misrepresentation of facts. The November 26, 1974 inspection had been prearranged and on that date Messrs. Reynoldson and Cochell of the State Highway Division and Messrs. Bryant and Hosner of the Federal Highway Administration met three representatives of the Rainbow Lane Road District (Ms. Lily Haner, Ms. Coy Finley and Ms. Catherine Fagan) to review the alleged damage sites (Mr. Duncan was not in attendance as originally planned). The three road district representatives accompanied the State and Federal officials on a thorough review of the road system. Much of the inspection involved walking the roadway with stops made at any area suggested by the road district representatives with particular attention devoted to the southwest area and work area 5.

Our November 26, 1974 on-site review confirmed previous inspections made by Mr. O'Neil on February 22, 1974 and Mr. Cochell on June 17, 1974. Evidence of roadway washout in the southwest area was not apparent to State and Federal inspectors during the three inspections mentioned above.

443

606

HOME ADDRESS
PAT WHITING
8122 SW SPRUCE STREET
TIGARD, OREGON 97223

WASHINGTON COUNTY
DISTRICT 7

COMMITTEES
1975 SESSION:
CO-CHAIRMAN:
ENVIRONMENT/ENERGY
MEMBER:
EDUCATION/SCHOOL FINANCE

STATE OF OREGON 1859

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

March 14, 1975

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building - Room M 16
1319 Second Avenue
Seattle, Washington 98101

Dear Mr. Mayer:

On February 26, 1975, you were sent a letter from Mr. William Bradley Duncan of Hillsboro, Oregon, outlining in detail the Rainbow Lane Road District of Washington County, Oregon's request for damage funds for the Road District due to flooding. Their claim in the amount of $10,104.91 is being made. I have followed their request throughout the year and wholeheartedly add my assistance to seeking positive action regarding said claim. I am asking that their renewal claim be granted and that my office be notified as soon as possible. My office number is 378-8864.

Sincerely,

RECEIVED
COUNTY & CITY SECTION
MAR 24 1975
☑ ENGR. ☐ CCOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

PAT WHITING
State Representative

PW/pp

cc: Governor Robert Straub
Congressman Les AuCoin
Commissioner Virginia Dagg
W.B. Duncan
Ted Welch
Senator Blaine Whipple
Secretary of the Dept. of Housing & Urban Dev.

Copy for Hal

turned down. Mr. Duncan asked about the eligibility of legal fees and was informed by Emergency Services and FHWA that such fees were not eligible for reimbursement under PL 606.

Pat McCormick asked if there were any maintenance records kept by the people that would indicate what the elevation of the road was prior to the flooding. He was told that they had problems keeping records since the area people did it themselves. He also asked if there were provisions in the law that required them to keep records of road maintenance. No answer.

Mr. Finley wanted to know if roads that were damaged during an evacuation by vehicles, would come under FDAA guidelines for damages. Mr. Hossner said yes.

Representative Whiting asked that the activities for the road be submitted.

Senator Whipple asked Mr. Hossner if there was any concern on his part regarding the Rainbow Lane case setting a precedent because they are in a continuous flood area. Mr. Hossner said that there was not and that they look at each application with no concern as to the type of area.

Mr, Duncan told Commissioner Dagg that he thought they had accomplished all they could at this meeting.

Senator Whipple wanted to know what the reference was that Mr. Hossner made to 1962. He was told that that was his (Mr. Hossner's) beginning with FDAA. Mr. Hossner went on to say that this was the first application submitted by Rainbow Lane and the first time that they could not sit down with the people and reach a determination. Senator Whipple stated that he did not think he meant to say that and Mr. Hossner replied that he did and what he meant was it was the first time they could not reach an agreement with the applicant.

Mr. Welch wanted to know if it was not the intent of the law or the right for the people to have what the bill intended. He also wanted to know who represented the people for their needs to the Federal Government.

Mr. Duncan asked Mrs. Ekstrom what the Emergency Services Division did. He was told that they process project applications and look to the State Highway Engineer's for their recommendations, as the Emergency Services Division was not engineers. Duncan wanted to know if they had applied for funds under PL 93-288 yes they were applying to FDAA. What about PL 91-606? Did they take advantage of it --No.

Mr. Duncan started talking about a waiver of audit fees. Mrs. Ekstrom told him she thought that the law was talking about attorney fees for individuals at the time of the disaster, and that all applicants are state audited and can also be federally audited and the charges for state audit have to be paid by the applicant. Emergency Services went to the Emergency Board and requested funds for these audit charges and were

Mr. Hossner was asked how far he and his team examined the S.W. area from the road. He told them that they checked from the southwest corner of the loop away from the road 30 to 40 feet.

Mr. Duncan wants to know who the people can go to now since Mr. Hossner has already submitted his recommendation. Mr. Hossner told them they would have to contact FDAA in Seattle. Mr. Duncan wanted to know who they should contact there and was told to contact Mr. William Mayer. Mr. Duncan said that they would make a supplemental report to FDAA.

Senator Whipple asked if Mr. Hossner would drop a line to Mr. Mayer telling him that a supplemental report would be sent. Mr. Hossner agreed to this. Senator Whipple asked Mr. Hossner if he felt his report was accurate, Mr. Hossner replied that he would not have submitted his report if it was not accurate. Senator Whipple wanted to know if Mr. Hossner would amend his report if substantial evidence was produced. Mr. Hossner said that he would _if_ substantial evidence was submitted to him. Would he except pictures from the T.V. stations that covered the flood? Yes he would. Commissioner Dagg asked if Mr. Hossner would accept sworn statements from the people that live in the area. Mr. Hossner said that he would and that he was not arguing the fact that the road was covered by water.

Mr. Finley asked Mr. Cochell if he happened to notice if there were any ditches full of gravel near the road. Portions of the road near Scholles appeared to be full of dead grass. Who went looking? Mr. Cochell, Bryant, Renoldson plus three ladies from the area.

Mr. Welch asked Mr. Hossner if they talked to any of the local people. Mr. Hossner explained that they reviewed the Rainbow Lane Road system in company with three representatives from the road district.

Mr. Duncan stated that they had evidence that the road was higher than at the present.

It was felt that the only way this could be established was to submit records, in particular, the standards to which the road was originally constructed as had previously been requested. The conversation switched back to the velocity of the water at this time.

Mr. Hossner said that the fastest water was by the school. Mr.Finley said this was in error, and that the fastest part was across the lower end of the loop involving 1 1/2 miles of roadway.

Commissioner Dagg can't understand why Mr. Hossner cannot except the facts. She said the people keep telling him what was there and that they are reaching out for assistance from the Federal Government and cannot get help. She can attest to what the water was like because she was there. The Federal Government just won't except the peoples' opinion. Mr. Hossner still does not believe that the water washed out the road. Commissioner Dagg asked him what was going to happen and Mr. Hossner said he did not know what would be resolved, and that the next step rest with FDAA.

The installation of new pipe is considered ineligible for PL 606 funds. Mr. O'Neil allowed crushed rock and blade time for the area. They normally do not allow this, but due to the fact that it is a small district, they agreed to it. The rest of the road is not eligible because it falls under heavy maintenance.

Mr. Duncan felt that this was not so. He stated that the water rose to a height of 3 feet within an hour and had a velocity of 15 miles an hour. Mr. Hossner said that there is no evidence that this was so. Mr. Duncan stated that there was evidence that it was so.

Mr. Hossner suggested that pictures both before and after the flood would be helpful. Mr. Hossner went on to explain why he did not feel this could have happened. Normally, when a road washes out evidence of the washout can be seen adjacent to the washed out area, also high water carries debris and such debris is evident following flood conditions. Mr. Duncan wanted to know what kind of debris would be found. Mr. Hossner said there would be gravel, grass, mud etc. Mr. Duncan wanted to know if they found any gravel in the trees. Mr. Hossner told Mr. Duncan not to be ridiculous. There was no debris found.

Mr. Finley felt that the field investigators where in error in describing the velocity of the water. He said that it was so swift that it was impossible to stand up in it. It was hip deep and swift enough to drag you down. He estimated its speed to be between 15-20 knots.

Mr. Duncan assumed that Mr. Hossner would wait until the information was received before submitting his recommendation.

Mr. Hossner explained that the information he submitted was just his recommendation and that the final determination rests with the FDAA.

Mr. Duncan wanted to know if they were eligible.

Mr.Hossner said that under Public Law 606 they were an eligible applicant. He sent the team in to assess damage. Mr. Hossner indicated that he had been involved in this type of work since 1962. Pat O'Neil's determination was that the Rainbow Lane Road District be ineligible for PL 606 due to the preexisting substandard condition of the road and lack of substantial damage to the roadway as a result of flood waters. Mr. O'Neil examined the portion of the road under water and found no erosion or washouts except for one location, that being at applicant work area #5. Small culvert which was still in place - larger one will be put in.

Mr. Hossner stated that FDAA will not pay for a culvert that did not exist. The $200 figure which was submitted to FDAA was to cover the applicant's cost for work done on Area #5 where the low fill washed out. This figuer does not include pipe or backhoe time. The existing pipe did not wash out nor was it damaged; there is no evidence that other existing culverts washed out or were damaged, this is a very flat area.

Following is a digest of the meeting:

A packet of material was handed out at the start of the meeting which Emergency Services did not receive. We later requested and received this material from Mr. Hossner. Material is attached.

Mr. Duncan opened the meeting by saying that he was disappointed that Mr.Hossner submitted his final recommendation to FDAA on February 11, 1975, without informing anyone that this was being done. He questioned the figures that were submitted $974.13. Mr. Hossner explained that the original figure was $752.00 but since that estimate was received, a revised additional cost of $222.13 has been included for work performed at applicant's work area #5. This was not included in the original estimate as Mr. O'Neil was led to believe by Mr. Duncan that maintenance at the roadway leading into the loop was not maintained by the road district. Mr. Duncan stated that since then, there have been series of conferences - sufficient information and substantial evidence of the condition of the road both before and after the flood, to justify that the cost involved to the residents has risen to $10,000.00.

Mr. Hossner does not see how this can be so. He went on to say that at the November 26, 1974, meeting he asked for additional information that would verify flood damage as claimed. Since he had not received any of this information by February, he did not feel it was in the best interest of the people to delay his report any longer.

Harwell
606
Wn Co

MINUTES

FLOOD DAMAGE MEETING

RAINBOW LANE ROAD DISTRICT

On February 18, 1975, at 3:00 p.m. a meeting was held in the Governor's Conference Room, between the County, representatives of the Federal Highway Administration and the State Highway Division, residents of Rainbow Lane Road District and interested citizens, for the purpose of reviewing eligibility of flood damage in mid January 1974 to the Rainbow Lane Road District.

Those present at the meeting were: Representative Pat Whiting from Washington County; Virginia Dagg- Washington County Commissioner; William Bradley Duncan, Attorney for Rainbow Lane residents; T.K. Welch, interested citizen; Patrick McCormick, representing Congress Les AuCoin; Ed Sullivan, Governor's Legal Counsel; Len Bergstein, Governor's Administrative Assistant; Senator Blaine Whipple; Glenn Hossner, District Engineer-Federal Highway Administration; Harold Reynoldson, State Highway Division; Jim Cochell, Resident Engineer, State Highway Division; R.N. Harwell, State Highway Division; Wallace Bryant-Area Engineer, FHWA; Sandra Ekstrom, Emergency Services Division and residents of Rainbow Lane: Ms. Coy Finley; R.H. "Doc" Finley and Ms. Lillian Haner; Recording Secretary was Barbara Thomas.

______ Hopkins ______
______ Harwell ______
______ Holmes ______
______ Prange ______
______ Unrein ______

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
ARCADE BUILDING, ROOM M-16
1319 SECOND AVENUE
SEATTLE, WASHINGTON 98101

REGION X

IN REPLY REFER TO:

September 13, 1974

FDAA-413-DR-71

William Bradley Duncan
Attorney at Law
P.O. Box 435
126 N.E. Third Avenue
Hillsboro, OR 97123

Dear Mr. Duncan:

This will acknowledge your letter of September 6. Be assured that the photos and balance sheet submitted in your letter of April 26, 1974 to Mr. Harvey Latham, the State's Coordinating Officer, was taken into consideration by Mr. O'Neil of the Federal Highway Administration.

You should know too that Mr. Ray Willman of my staff went over your documentation with Mr. O'Neil and others of the Federal Highway Administration in order to properly analyze and relate the damages and the costs to the situation. Also at Mr. Willman's request, the Division Engineer for the Federal Highway Administration arranged to have Mr. J. W. Cochell, Resident Engineer for the State Highway Division, make an inspection. (He was to have gone on the initial inspection with Mr. O'Neil.) Mr. Cochell made the inspection on June 17, 1974 after which he reported his findings to FHWA, concurring with Mr. O'Neil. Therefore, I believe the approved grant of $752 represents a fair and equitable resolution of the costs considered to be eligible by both Mr. Latham's office and FDAA.

Because we have a very small staff, we must rely on the findings and recommendations of the Federal-State survey teams and the recommendations of the State Coordinating Officer. If you wish to pursue this matter further, your appeal should be channeled through Mr. Latham's office as the State has a capability and responsibility in such matters.

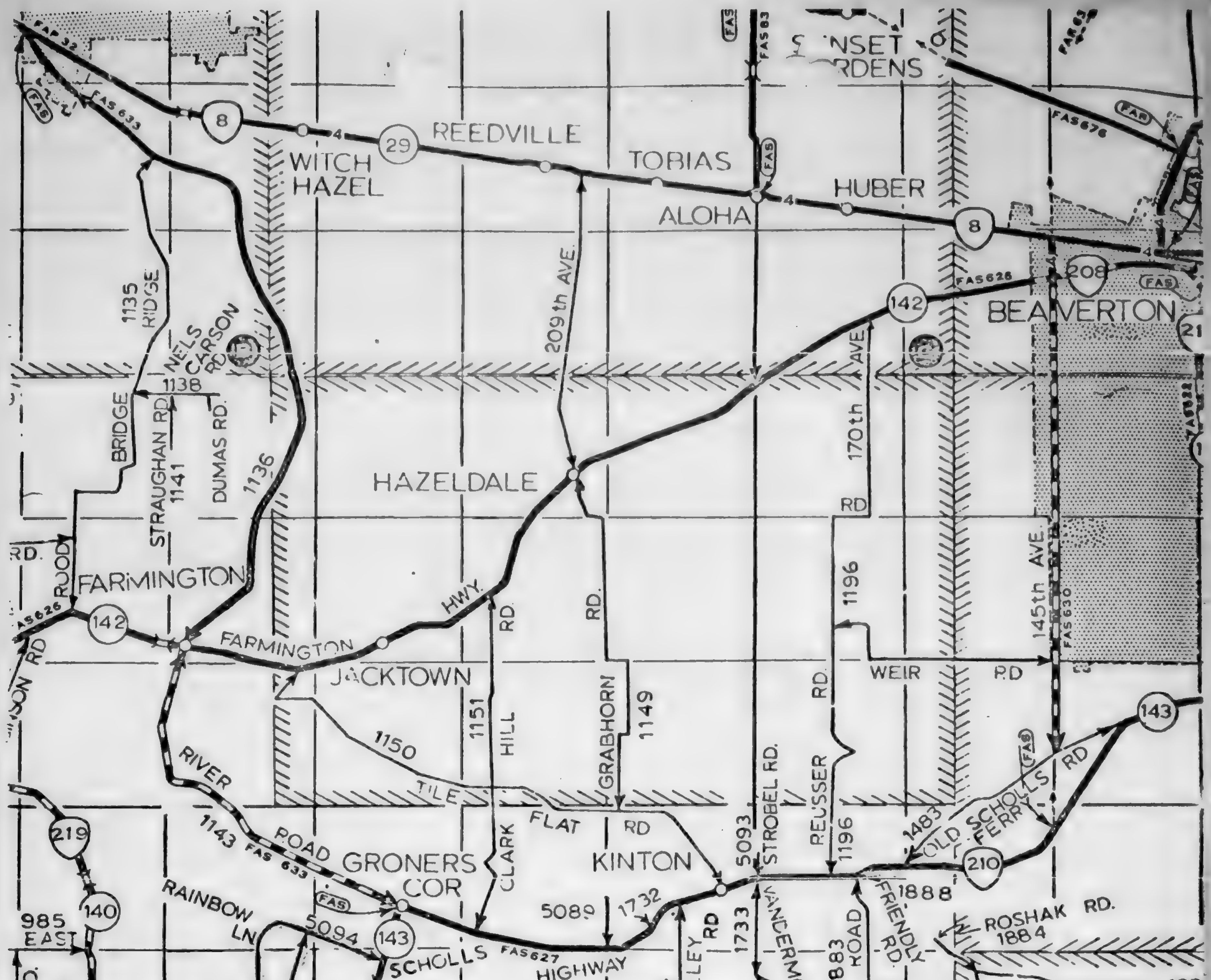
Cordially yours,

Wm H. Mayer

Wm. H. Mayer
Regional Director

cc: Harvey Latham, SCO
(with copy of Mr. Duncan's letter)

C/I



SUNSET GARDENS
REEDVILLE
WITCH HAZEL
TOBIAS
ALOHA
HUBER
BEAVERTON
208
8
29
142
143
210
219
140
99 W
FAP 32
FAS 633
FAS 83
FAS 676
FAS 626
FAS 630
FAS 627
FAS 650
FAS 841
FAS
209th AVE.
170th AVE
RD
145th AVE.
1135 RIDGE
NELS CARSON RD.
1138
BRIDGE
STRAUGHAN RD. 1141
DUMAS RD.
1136
HAZELDALE
FARMINGTON
ROOD
RD.
FARMINGTON HWY.
JACKTOWN
RD.
HILL 1151
CLARK
RD.
GRABHORN 1149
1196
WEIR RD
REUSSER RD. 1196
STROBEL RD. 5093
1150
TILE FLAT RD
RIVER ROAD 1143 FAS 633
GRONERS COR
KINTON
OLD SCHOLLS FERRY RD
1483
1888
ROSHAK RD. 1884
RAINBOW LN
5094
5089
1732
SCHOLLS HIGHWAY
985 EAST
MIDWAY
RD.
RD.
HILL 1728
RAYNARD RD.
MIDWAY RD. 1727
SCHOLLS
1726
N SCHOLLS
ATEN RD
VALLEY RD
1733
VANDERMOST RD.
5145
1883
BEEF BEND ROAD
FRIENDLY RD.
BULL MTN. RD
183
1735
1734
PLEASANT
5140 POMEROY LN
5139
1864
5090
SWANK RD 1736
1725
VANDERSCHUER RD
WOLSBORN RD.
RD
G8
SCHOLLS-MTN. HOME RD.
MOUNTAIN HOME 1750
HOLZNAGEL RD. 1741
STARK RD.
5091
1722
SCHOLLS SHERWOOD
1737
1738
HWY
ELSNER
SCHOMBERG BRIDGE RD
ROAD
LE BEAU RD
CAPPOEN RD. 1740
1749
CONZELMAN RD.
1730 ROAD
SILVERTON 5092 HWY.
1751
LEBEAU RD
5146
PACIFIC HWY. WE
CIP
SIX CORNERS
1887
MOUNTAIN HOME
RD
1742
EDY ROAD
1738
AEBISCHER RD
HAIDE 1744
ELWERT RD.
MEINECKE RD.
873
1874
1753
1743
RD

Rainbow Lane Road District, Washington County

11. The Road District consists of a single subdivision with approximately 1.4 miles of unditched, unimproved road. During the January 1974 flood approximately two-thirds of this road system was inundated by water. Due to the lack of base material or surfacing of any type, vehicles using this road created several mud wallows.

12. Prior to my inspection the Road District installed several driveway culverts and backfilled these with granular material.* These driveways serve single family homes only. In the soft spots the Road District backfilled them with granular material to allow movement of traffic. The only work considered eligible under the FDAA program is the granular material placed in the soft spots and required motor grader work to blade these areas off (this is the portion of road open to the general public).

* These culverts did not exist prior to the flood. and as the installations serve private one family driveways, the work is not eligible.

OREGON STATE
HIGHWAY DIVISION
P.O. Box 25087
Portland, Oregon 97225
June 19,1974

Mr. Glenn Hossner
FHWA
477 Cottage St. NE
Salem, Oregon 97301

Subject: Inspection of Claimed Flood Damage
Rainbow Lane Road
Washington County

Dear Sir:

I inspected Rainbow Lane Road on june 17,1974 looking for flood damage. The road is unimproved, with little or no ditching, intermittently surfaced with crushed rock or gravel.

The road generally follows the high ground. At this point in time it is rather difficult to determine to what extent the road could have been inundated. I did observe several locations where additional surfacing material had been recently added. Also several culvert pipes for driveways have been recently installed.

It is my opinion that the only work that could qualify for relief under the FDAA program is the placing of the surfacing material.

J.W. Cochell
J.W. Cochell
Resident Engineer, OSHD

RECEIVED
JUN 21 1974
OREGON DIVISION

E/ H

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Rainbow Lane Road District

2. DISASTER DECLARATION DATE January 25, 1974

3. STATE Oregon

4. COUNTY Washington

5. INSPECTION DATE February 25, 1974

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO. 1

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES Rainbow Lane

10. PERCENTAGE OF WORK COMPLETED TO DATE 100%

11. DESCRIPTION OF DAMAGE See attached

12. PROPOSED WORK See attached

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
200	CY	Rock	3.10	620
6	hr	Motor Grader	22.00	132
		TOTAL ESTIMATED COST		$752

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT__________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name) P. E. O'Neil, FHWA PE O'Neil

d. DATE 5-14-74

16. CONCURRENCES

☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) d. AGENCY OR OFFICE e. DATE

☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) d. DATE

orm OEP 164
pril 1973

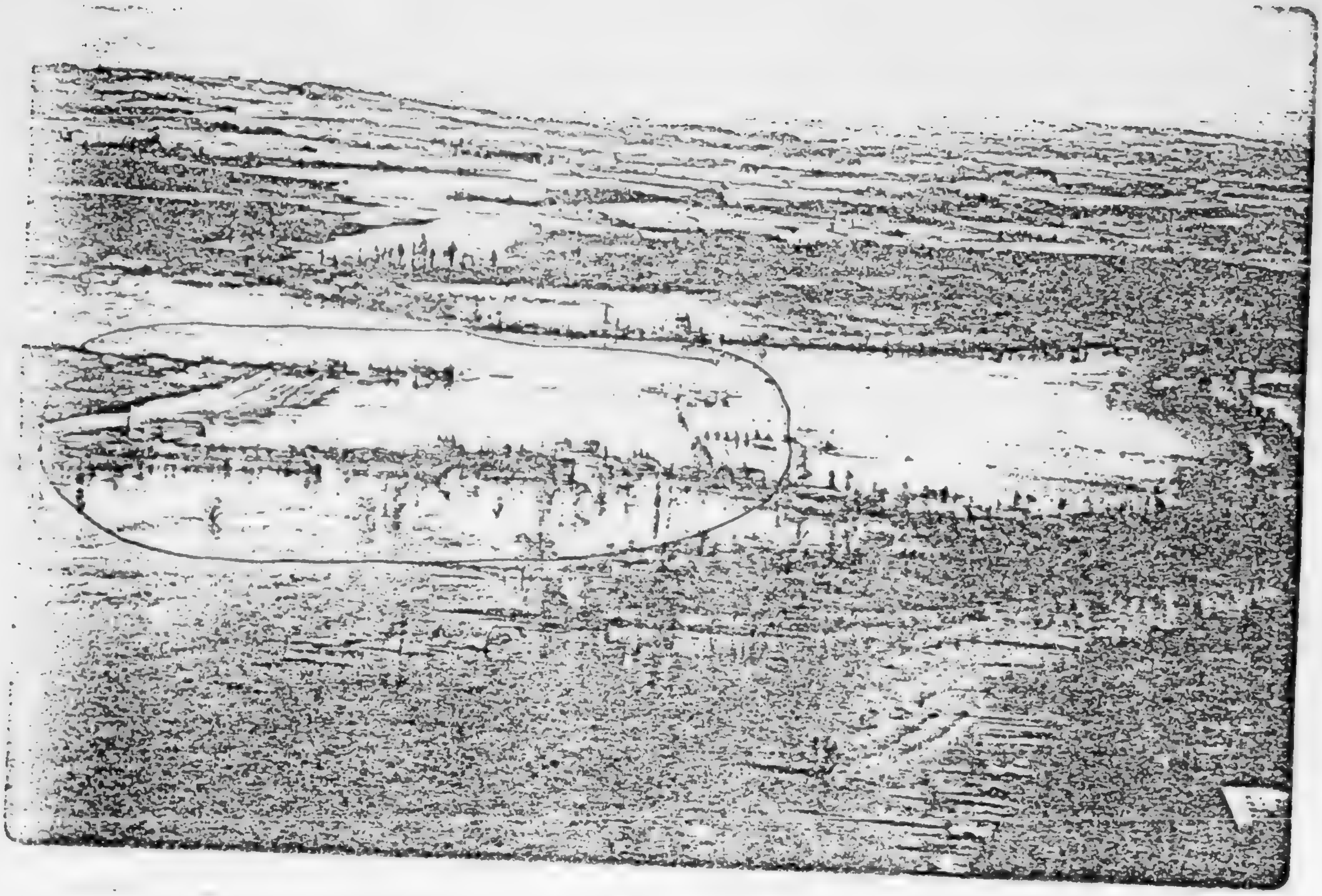
INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6D

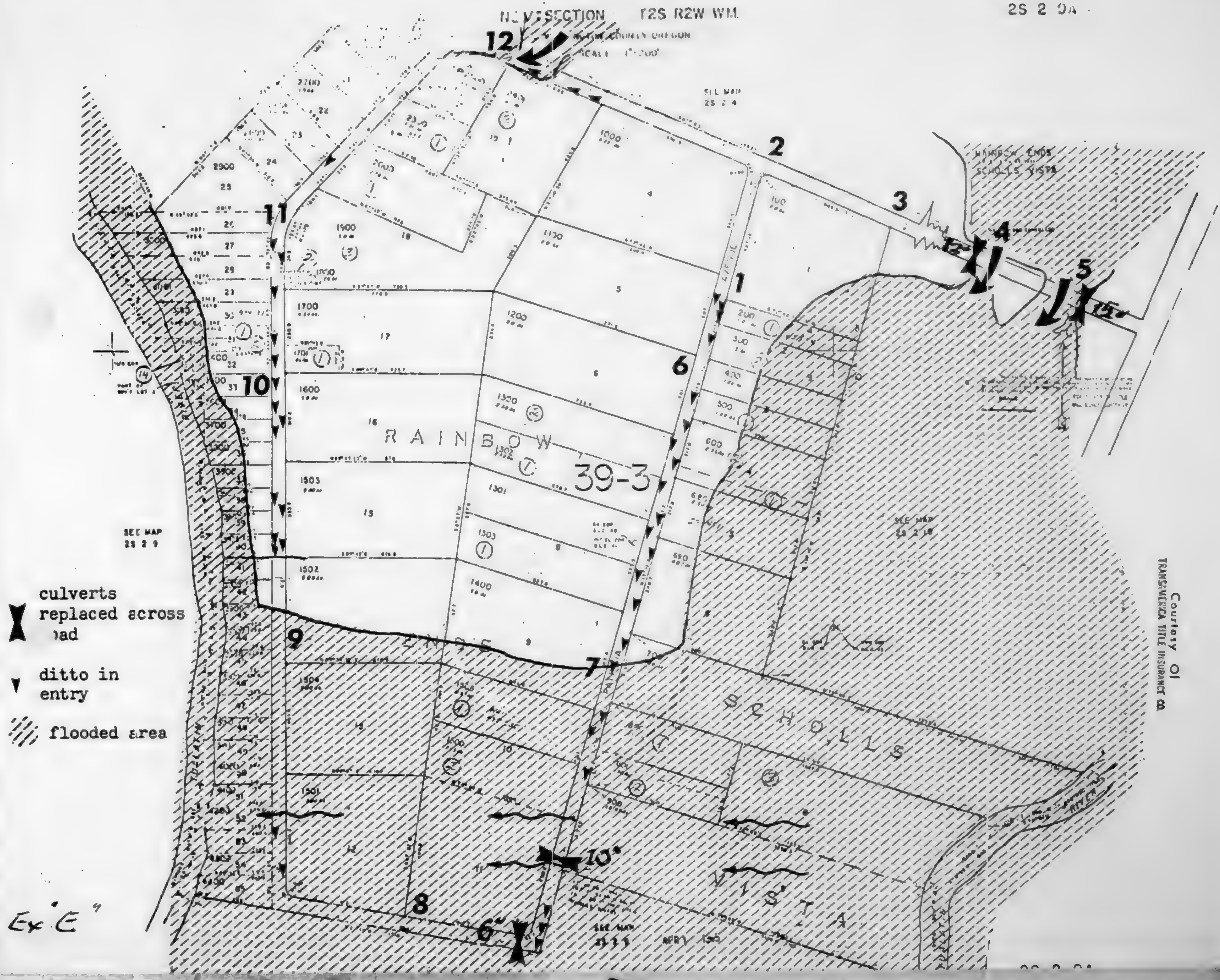
COPY NO. 1 – OEP COPY

E/G

1974 DATE			ROCK	BACKHOE	CAT	GRADER	OTHER	RIV. RDING.	WK. AREA
J 14	Quality		47.12						1
14	Eagan	8 hrs @ $25.00		200.00					1 to 2
14	Haner	6 hrs @ $21.94				131.64			ALL
14	Sweitz	9 hrs @ $18.00			162.00				
15	Haner	8 hrs @ $21.94				175.52		23'	
15	Eagan	6 hrs @ $25.00		150.00				24 3/4'	1,2,3,12
17	Power Rents				530.00			30 1/2'	ALL
17	Quality Rock		146.28					34 3/4'	3,4
17	Eagan	7 hrs @ $25.00		175.00				35 1/4'	3,4
18	Quality		379.13					35 3/4'	1,3,4
18	Eagan	9 hrs @ $25.00		225.00				35 3/4'	11
18	Haner	9 hrs @ $21.94				197.46		35 1/2'	1,2,3
18	Sweitz	9 hrs @ $18.00			162.00				6
19	Baker	202.3Y @ 3.10	627.13					34 1/2'	3,5
19	Eagan	8 hrs @ $25.00		200.00				34	1,3,11
19	Sweitz	9 hrs @ $18.00			162.00				3,11
19	Haner	10 hrs @ $21.94				219.40			1,6
19	Quality		600.58					33 1/4'	3,9,10,1
20	Sweitz	9 hrs @ $18.00			162.00			33	3,10,11
21	Union Station—gasoline						4.05	32 3/4'	ALL
21	Sweitz	9 hrs @ $18.00			162.00				West leg
21	Quality		15.13						5
22	McCormick	pipe					448.00	31 3/4'	ALL
22	Sweitz	9 hrs @ $18.00			162.00				8
22	Haner	9 hrs @ $21.94				197.46			8
22	Progress	206.7Y @ $3.10	640.77						8,9
23	Haner	9 hrs @ $21.94				197.46		28'	8,9
23	Sweitz	9 hrs @ $18.00			162.00				8,9
24	Sweitz	9 hrs @ $18.00			162.00			26 1/4'	8
25	Haner	10 hrs @ $21.94				219.40			4,11
25	Baker Rock		82.46						4,11
25	Sweitz	9 hrs @ $18.00			162.00				6,7
26	Progress		78.00						8
26	Haner	8 hrs @ $21.94				175.52			East & South
26	Sweitz	9 hrs @ $18.00			162.00				7,8
27	Haner	8 hrs @ $21.94				175.52			7,8
27	Sweitz	9 hrs @ $18.00			162.00				7,8
28	Sweitz	9 hrs @ $18.00			162.00				7,8
29	Haner	8 hrs @ $21.94				175.52			8
29	Progress		225.00						3,8
J 29	Sweitz	9 hrs @ $18.00			162.00				8
29	Eagan	7 hrs @ $25.00		175.00					8
30	Progress		117.00						ALL
30	Eagan	9 hrs @ $25.00		225.00					ALL
30	Haner	9 hrs @ $21.94				197.46			ALL
F 5	Progress		39.00						5
5	Eagan	8 hrs @ $25.00		200.00					5
5	Haner	5 hrs @ $21.94				109.70			3,4,5
14	Barbur Blvd. Rentals			285.95					ALL
14	Union Station—gasoline						11.25		ALL
	TOTALS,		2997.60	1835.95	2636.00	2172.06	463.30		
									$10,104.91

C/F





NE 1/4 SECTION 1 T2S R2W WM
WASHINGTON COUNTY OREGON
SCALE 1"=200'
2S 2 0A
SEE MAP 2S 2 4
RAINBOW ENDS SCHOLLS VISTA
RAINBOW
39-3
SCHOLLS
VISTA
SEE MAP 2S 2 10
SEE MAP 2S 2 9
SEE MAP 2S 3 3
RIVER
1
2
3
4
5
6
7
8
9
10
11
12
15"
10"
6"
1000
1100
1200
1300
1302
1301
1303
1400
1502
1503
1600
1700
1900
2000
2900
100
200
300
400
500
600
680
690
culverts replaced across road
ditto in entry
flooded area

Courtesy Of
TRANSAMERICA TITLE INSURANCE CO.

Ex "E"

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Washington)

I, ROBERT FINLEY and LILLIAN HANER, being first duly sworn, do say that we are officers of the Rainbow Lane Road District and eye-witnesses to the flood that inundated Rainbow Lane Road during January, 1974. Prior to this flooding, Rainbow Lane Road had a rock base with a variable thickness of 2 to 5 inches, all of which was overlain by a layer of surface rock, 1-1/2 inch minus and 3/4 inch minus, with an average thickness of 2 inches.

That during the course of the subsidence of the flood, in the areas designated as inundated on Exhibit "E", the depth of the water and the swiftness of the current caused almost all of the surface rock to be washed away from the surface of the road and deposited elsewhere. At present, in the areas where the current was the swiftest, there are deposits of surface rock under a 2 inch thick layer of grass covered earth, which deposits are approximately 6 to 12 inches in depth.

Further, we do hereby certify that all claims for road material, equipment and labor are accurate and bonafide.

Lillian L Haner
Lillian Haner, President
Rainbow Lane Road District

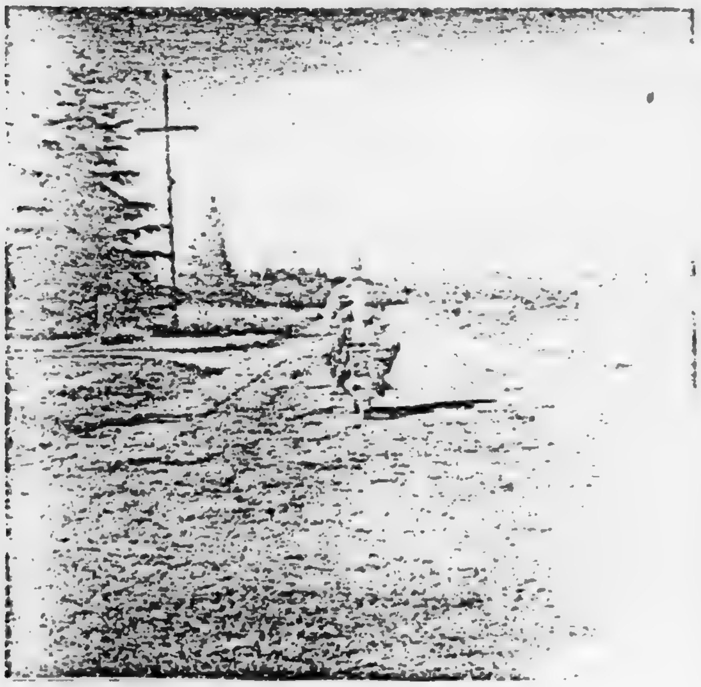
Robert K Finley
Robert Finley, Eye-Witness

Personally appeared the above-named affiants before me this 26th day of February, 1975.

Nancy Haworth
Notary Public for Oregon
My commission expires: 1-3-79

E/D

Looking North on East leg of Rainbow Lane shortly before the flood.



E1 C

TELEPHONE 628-1424

Groner School District No. 39
WASHINGTON COUNTY
RT. 2 BOX 211D
HILLSBORO, OREGON 97123

March 6, 1974

Mrs. Lillian Haner, President
Road District #1
Rt. 2 Bx. 211J
Hillsboro, Oregon 97123

Dear Mrs. Haner:

On Monday, November 26, 1973 the Rainbow Lane road was judged to be in good condition and the Groner School bus was routed over its entire length. We commended the residents of the area on their effort and money to bring the road up to the standards which would allow regular bus service.

We are very sorry for the Acts of God which destroyed the roadbed and made termination of the route mandatory.

Sincerely,

Earl L. Johnson

Earl L. Johnson, Supt.-Clerk

ELJ:hh

Ex B.

quirements for reasonably accurate assessment of the compensation due Rainbow Lane Road District under the Disaster Relief Act of 1970. Further, each and all of the items for which claim is made are eligible for compensation under the Act. Therefore, the Rainbow Lane Road District does hereby renew its claim for compensation in the sum of $10,104.91, and appeals the initial and final inspection report submitted by FDAA officials on Feburary 11, 1975. If no written response to this renewal of claim and appeal is received by the representative of Rainbow Lane district within 30 days from the date hereof, it will be assumed that this renewed claim and appeal has been denied by the highest, responsible officials of the Federal Disaster Assistance Administration.

Very truly yours,

William Bradley Duncan

William Bradley Duncan
Attorney and Representative for
Rainbow Lane Road District,
Washington County, Oregon

WBD:nh
Enclosures

cc: President Gerald T. Ford
Senator Mark O. Hatfield
Congressman Les AuCoin
Governor Robert Straub
Senator Victor Atiyeh
Senator Blain Whipple
Representative Pat Whiting
Commissioner Virginia Dagg
Secretary of the Department of Housing & Urban Development

rock of Rainbow Lane road; along with the strong implication that he does not believe there was such surface rock prior to the flooding. If the representatives of the FDAA will but probe 2 inches into the grass covered soil in an area to the south of the southwest corner of Rainbow Lane, they will find the road surface material, which was washed away by the subsidence of the flood, to a depth of 6 to 12 inches. Further, in a society wherein it is presumed that each man speaks the truth, the sworn testimony of eye-witnesses as to the nature of the inundation and its subsidence and the prior condition of the road should take precedence over a contradictory series of "engineering opinions" whose makers have, in this case, walked on more than just the proof of their own opinions' invalidity.

The Disaster Relief Act of 1970 provides that it is the intent of Congress that the FDAA achieve greater coordination and responsiveness of federal major disaster relief programs. Chapter 42, Section 4401(b)(3) USCA. Further, Section 4419(a) of Chapter 42 USCA, requires the Director of FDAA to insure that the processing of applications and other relief and assistance activities shall be accomplished in an equitable and impartial manner.

The Federal Disaster Assistance Act of 1970 further provides in Chapter 42, Section 4482 USCA (a) and (c) that:

> "(a) The President is authorized to make contributions to state or local governments to repair, restore, reconstruct or replace public facilities belonging to such * * * local government which were damaged or destroyed by a major disaster, except that the Federal contribution therefor shall not exceed 100 per centum of the net cost of repair, restoring, reconstructing, or replacing any such facility on the basis of the design of such facility as it existed immediately prior to such disaster and in conformity with applicable codes, specifications and standards."
>
> "(c) * * * 'public facility' includes any * * * non-Federal-aid street, road or highway * * *".

The application, Damage Survey Report and supporting data, plus the affidavits of members of the Rainbow Lane road district and eye-witnesses to the flood of January, 1974, meet all the re-

The road district promptly remonstrated to Mr. Latham, on the direction of Mr. Mayer, and a meeting was held on November 26, 1974, to discuss the differences relating to eligible flood damage repairs to Rainbow Lane. At this meeting, representatives from the road district went over their damage claims and asked the state and federal agencies to provide findings in support of their assessment. On this date, the representatives of the state and federal agencies again drove around the Rainbow Lane road. At one point, at the request of one of the Rainbow Lane road residents who recognized these people, they exited their vehicle and looked along the edge of the road for signs of flooding. At a subsequent meeting with these individuals, they stated they departed no further than 30 feet from the southwest corner of the traveled surface of the road. They reported seeing no gravel in this area; but, neglected to make any probing into the ground surface to determine the presence of gravel underneath the cover of grass. This inspection was made 10 months after the flood.

On December 4, 1974, Mr. O'Neil prepared a new memorandum setting forth the reasoning for his assessment and mailed the same to Mr. Hossner.

On February 11, 1975, Mr. Hossner sent a letter to Mr. William H. Mayer which, including its enclosures, was their initial and final inspection report regarding eligible damage repair to Rainbow Lane Road District. Although it was agreed in the meeting of November 26, 1974, that the representatives of the FDAA would wait for further information concerning flood damage, this letter was sent without prior consultation with the district. The justification for this act was the delay in hearing from the road district representatives and Mr. Hossner's conclusion that "It does not appear to be in the public interest to further delay our decision."

In the letter of February 11, 1975, an additional item of damage, in the area designated as work area 5 on Exhibit "E", was allowed in the sum of $222.13. Thus, the total allowable compensation, as determined by the FDAA representatives was not $974.13.

It should be noted that in all the written correspondence and oral communications between the FDAA representatives and representatives of the district there had been no detailed analysis by the FDAA of the claims asserted by the district and only oral statements by Mr. Hossner that, in his engineering opinion, the inundation and subsidence was such as not to cause any damage to the surface

On April 26, 1974, a letter was sent to Mr. Harvey L. Latham, with a complete and detailed Damage Survey Report, Form OET 164, setting forth the total claim for damages of $10,804.91. Later discovery of a typographical error reduced this claim for damages to $10,104.91. This claim was forwarded to the Federal Highway Administration for their review. This Damage Survey Report of April 26, 1974, and its supporting documentation, was forwarded by Mr. Latham to the Federal Highway Administration on May 10, 1974. In response thereto, and on May 14, 1974, Mr. O'Neil issued a Damage Survey Report which stated that approximately two-thirds of the road system was inundated by water and that, due to lack of base materials and surfacing, vehicles using the road created several mud wallows. He recognized that these soft spots were backfilled by the road district with granular material to allow movement of traffic; and went on the say:

> "The only work considered eligible under the FDAA program is the granular material placed in the soft spots and required motor grader work to blade these areas off (this is the portion of the road open to the general public)."

In recognition of this limited portion of the claim by the road district, and without any express basis for computation, he recommended that $752 be awarded to the road district. See Exhibit "G".

M. J. W Cochel, Resident Engineer for the State Highway Division, made an inspection on June 17, 1974. This was approximately six months after the flooding and his report acknowledges that it was "rather difficult to determine to what extent the road could have been inundated." See Exhibit "H".

The Rainbow Lane Road District made timely remonstrance to the profered grant which was acknowledged by Mr. William H. Mayer, Regional Director, FDAA, HUD, Region X. See Exhibit "I". You will note that he based his opinion on the field surveys of Mr. O'Neil and Mr. Cochel. Neither of the field surveys contained any analysis reference to the claim of the road district nor was there any reference to substantial evidence nor findings which would support the conclusions of these surveys that only $752 should be allowed.

During the period of January 14, 1974, and until February 5, 1974, large quantities of surface rock were placed upon the road and graded,culverts through the road were replaced and drainage ditches along side of the road were restored. Further evidence of the damage caused by the flooding is found in the facts that the postal service and the school district have discontinued route service along Rainbow Lane due to its now existing sub-standard condition.

From January 14, 1975, until February 5, 1974, local contractors and individuals provided materials, equipment and service to maintain the road in a passable condition during emergency evacuation, clear flood debris and begin to restore the road to its prior condition. These organizations and individuals have presented bills for payment and, while they have not pressed for collection during the application process for disaster relief funds, their provision of material, equipment and services was not a donation to the road district and they expect to be paid. See Exhibit "F" for an itemization of the materials, equipment and services provided during this period. The billings and statements in support of this compilation will be provided at your request and at the time of audit. In the right-hand column of Exhibit "F" is a reference to the points designated in Exhibit "E". These are the work areas where the corresponding materials, equipment and services were expended.

On February 22, 1974, the damage survey of Rainbow Lane Road District was commenced by FDAA officials. Mr. P. E. O'Neil drove around the road and on February 25, 1974, filed a report which stated:

> "Due to the sub-standard condition of the existing road system, the damage could not be totally credited to the flood and I recommend that this area be ineligible for flood damage reimbursement."

This finding was endorsed by Mr. R. H. Willman, Deputy Regional Director, Region X, Department of Housing and Urban Development, and Mr. Harvey L. Latham, Administrator, Emergency Servies Division. The justification for denial of damage compensation appears to be based on the fact that they could not identify the damage caused by the flooding.

The Rainbow Lane District is a public organization, qualified for federal disaster assistance funds, which is responsible for construction, improvement and maintenance of a road approximately 2.7 miles long. Prior to the inundation described below, Rainbow Lane had a gravel surface of approximately 2 inches of gravel; which overlayed a base approximately 4 inches of ballast rock;piercing the road at several low points were five large culverts. In the years prior to the flooding, the surface of the road had been brought to a standard sufficient to qualify for use as a school bus route and a mail delivery route. See Exhibits "A", "B" and "C".

Further, upon your request, the officers of the Rainbow Lane Road District and those personally involved with the construction, improvement and maintenance of that road, have provided sworn affidavits as to the structure and surface of Rainbow Lane prior to the flooding of January 14, 1974. See Exhibit "D".

On January 14, 1974, after six days of heavy rain, the swollen Tualatin River flowed over its banks and onto the southern one-third of Rainbow Lane. The same sheet of water flowed northward to inundate the eastern portion of that part of Rainbow Lane which leads to the Loop Road. See Exibit "E". After the flood waters peaked on January 15, 1974, there began a subsidence of the flood water so that water rushed across the southern one-third of Rainbow Lane at a depth of 3 feet and with a current in excess of 15 miles per hour. At points 4, 5, and 8 to 9, the surface of the road was completely washed away and the culvert at point 5 was destroyed.

The sudden inundation of Rainbow Lane required emergency evacuation of the houses in the southern portion during the period of inundation. It was necessary to bring in heavy equipment to attempt to restore road traffic at points 4 and 5, 2 and 12 in order to assist this emergency evacuation; during the course of which, emergency medical services were required to aid an evacuee who died of a stroke during the course of the evacuation. This necessary use of heavy equipment to maintain access to an area undergoing emergency evacuation resulted in extensive damage at point 12 and 2, 3 and 4, as shown on Exhibit "E". The subsidence of the water across the road caused a substantial amount of mud a debris to be deposited along the roadway. It was necessary for a grader and catapillar-dozer to remove this mud and debris in order to make the road passable and accessible for restoration.

WILLIAM BRADLEY DUNC
ATTORNEY AT LAW
P.O. Box 435
HILLSBORO, OREGON 97123
TELEPHONE
(503) 648-8987

February 26, 1975

William H. Mayer, Regional Director
Federal Disaster Assistance Admin
Arcade Building - Room M 16
1319 Second Avenue
Seattle, Washington 98101

Harvey L. Latham, Administrator
Emergency Services Division
8 Capitol Building
Salem, Oregon 97310

RE: Federal/State Agreement, FDAA-413-DR-OR
Rainbow Lane Road District, Washington County, Oregon
Presidential Declaration, 1-25-74
Federal Highway Administration

Gentlemen:

On February 11, 1975, Mr. G. K. Hossner, District Engineer, for the Federal Highway administration in Oregon, submitted an initial and final inspection report regarding all eligible damage repair in the Rainbow Lane Road District of Washington County, Oregon, caused by the regional flood of the Tualatin River between January 19, 1974, and February 5, 1974. The distribution on that report indicates that each of you have received a copy of that report. In that report, Mr. Hossner approved $974.13 for compensation to the Rainbow Lane District pursuant to the Disaster Relief Act of 1970 and the above referenced Federal and State Agreement and Presidential Declaration.

Rainbow Lane District, through its duly authorized representative, had duly and regularly submitted application and justification for compensation in the amount of $10,104.91. Pursuant to Chapter 42, Section 4482 USC, and Chapter III, Public Assistance, Section G, and Chapter IV, Application Procedures for Public Assistance, Section D of the U.S. Department of Housing and Urban Development Document No. 3300.1, July, 1973, the project application for federal financial assistance under Public Law 91-606 is hereby resubmitted and the initial and final inspection report of the FDAA representative is hereby appealed.

From the record and other available sources, it is apparent that the pre-disaster design of the subject roads was miserably substandard to the point of being non-existent. Because of an almost total lack of drainage facilities and inadequate design at the time of its original construction, the road all but disintegrated each winter as a result of the normal heavy rainfall received in this area and the damage caused to any unsurfaced road by freezing and thawing throughout the winter months. It is a tribute to the officials and members of the Rainbow Lane Road District that they were able to keep the road passable with its inherent deficiencies and their limited resources.

There were no applicable codes, specifications, or standards in effect for the Rainbow Lane Road District which would make eligible the costs of improvements such as the culverts which were installed and constitute a part of the District's claim. Accordingly, all of the costs relating to the installation of culverts is ineligible, including the 24" culvert [installed at .5 on the District's map]. This 24" culvert was installed alongside of the pre-existing 8" culvert which was not destroyed and continues to function. Accordingly, the 24" culvert is not eligible.

Based on my investigation, I am convinced that the Federal Inspectors have properly analyzed the disaster-related damage as having been limited to those portions of the Rainbow Lane Road District which were inundated during the flood. Further, it is my determination that their estimate of $974, as detailed on the Revised Damage Survey Report, is reasonable for the cost of repairing the disaster related damages.

Accordingly, I am denying the appeal of the Rainbow Lane Road District as submitted, and requesting the State to file a supplemental project application to cover the additional $222 allowed on the Revised Damage Survey Report.

The appeals procedure is covered in paragraph 1710.8 of Title 32, Code of Federal Regulations.

Cordially yours,

Wm H. Mayer

Wm. H. Mayer
Regional Director

cc: Harvey Latham, Division of Emergency Services, Salem
Glenn K. Hossner, Federal Highway Administration, Salem

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
ARCADE BUILDING, ROOM M-16
1319 SECOND AVENUE
SEATTLE, WASHINGTON 93101

REGION X

April 21, 1975

IN REPLY REFER TO:
Project Application No.
FDAA-413-DR-OREGON-71
Rainbow Lane Road District

Mr. William Bradley Duncan
Post Office Box 435
Hillsboro, Oregon 97123

Dear Mr. Duncan:

This letter is in response to your February 26, 1975 appeal on behalf of the Rainbow Lane Road District to the determination made by the Federal Highway Administration, as to the disaster-related damage sustained by the Rainbow Lane Road District. The area was included as a major disaster area under the Presidential declaration for the State of Oregon, dated January 25, 1974, and accordingly is eligible for Federal assistance under Public Law 91-606 and its implementing regulations.

In response to your appeal, I have made a very thorough review of all available information relating to this appeal. In addition to studying the record which has been developed, I have: Had personal discussions with the Federal and State Highway Inspectors; Made a visit to the Rainbow Lane Road District and called upon Mrs. Haner, President of Rainbow Lane Road District; Met with Mr. Ken Meng, Director of Public Works for Washington County; Called at your office to study the originals of pictures; Conferred with FDAA National Office officials on the applicable criteria and regulations.

Part 1710.11 of Title 32, Code of Federal Regulations, provides specific guidance. Section (a)(2) reads as follows: " ...permanent repair or replacement to pre-disaster condition, based on the design of the facility as it existed immediately prior to the disaster and in conformity with applicable codes, specifications, or standards, may be approved using the following criteria:

> "[i] The Federal contribution shall not exceed the net eligible cost of restoring each such facility."

The foregoing guidance, of course, relates to disaster-related damage.

RECEIVED
APR 23 1975
OREGON DIVISION

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

May 5, 1975

Mr. Fred Klaboe
Highway Administrator
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

I want to express my appreciation for your taking the time this past Thursday to review the application of Rainbow Lane for disaster relief.

I know this has been a difficult problem and the chances for success seem slim, but with efforts from others, such as yourself, I am confident of success.

I have already discussed the matter with the Portland office of Representative Les AuCoin and will be meeting with them Monday to review the matter in detail. I shall keep you advised.

Sincerely,

Tom

Thomas K. Welch

TKW/kas

CC; Gov. Robert Straub
U.S. Rep. Les AuCoin
Sen. Blaine Whipple
Ms. Pat Whiting, State Representative
Mr. Bill Duncan
Comm. Virginia Dagg

RECEIVED
STATE HWY ENGR
MAY 6 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

the road just before the 1974-75 winter season had been entirely washed away.

Although the road may have been "miserably substandard", it certainly was not "to the point of being nonexistent".

I feel that the Federal Government should reconsider its decision in this matter because the evidence strongly indicates there was a roadway in existence which did have approximately four inches of ballast rock and two inches of gravel on top of it, and that this material had been placed there shortly prior to the flood.

It is also obvious from the evidence presented that this material was gone after the flood and the road was terribly torn up by vehicles during the flood to accomplish emergency evacuation of people and provide emergency medical services during the flood.

While the Rainbow Lane Road District did not have any distinct road standards or specifications, they in fact had a usable road in existence prior to the flood and, after the flood, they had a completely impassable road which has cost them in excess of $10,000 to reconstruct so it would be passable.

I request that your decision be reconsidered and the district be granted the relief they requested, which I think was very amply presented by Mr. William Bradley Duncan in his letter of February 26, 1975.

Sincerely yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc The Hon. Robert W. Straub
Governor of Oregon

The Hon. Les AuCoin
U. S. Representative

The Hon. Blaine Whipple
State Senator

The Hon. Pat Whiting
State Representative

Mr. William Bradley Duncan
Attorney at Law

Mrs. Virginia Dagg
Washington County Commissioner

Mr. Thomas K. Welch

bc Mr. Glenn Hossner
Federal Highway Administration

bcc A. E. Johnson
E. S. Hunter
L. W. Rulien
Ed Hardt
Jim Cochell (enc.)
Jack Sollis
Ralph Sipprell

JLS:ch/FBK ja

Robert W. Straub
xxxxxxxxxxx

May 7, 1975

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Mr. Harvey L. Latham, Administrator
Emergency Services Division
8 Capitol Building
Salem, OR 97310

Gentlemen:

Federal/State Agreement, FDAA-413-DR-OREGON-71
Rainbow Lane Road District, Washington County, Oregon
Presidential Declaration, 1-25-74
Federal Highway Administration

I have reviewed the entire file relative to this claim by the Rainbow Lane Road District and the reply of Mr. William H. Mayer dated April 21, 1975.

I believe the Rainbow Lane Road District has made a good case for reimbursement for damages caused by the flood. It would appear from the stand taken by the Federal Government that the evidence presented by the local people who were actually involved in the flood itself and who had actual knowledge of the condition of the road prior to, during, and after the flood has been ignored.

While I will agree that the road certainly was not up to the standards of a state highway or a county road, it was an existing, passable road which could be used by the traveling public. It was good enough for the school buses to use and good enough for the U. S. Mail carriers to use.

After the flood and from the evidence I can garner from the file, totally because of the flood, the road was rendered completely impassable and the material that had been placed on

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

May 9, 1975

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR

The Honorable Governor Robert Straub
Governor of the State of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Straub:

As you know, we have been pursuing the rights for disaster relief for Rainbow Lane with Mr. Ed Sullivan and Mr. Leonard Bergstein of your staff. On February 18, 1975, they met in your conference room with Mr. Patrick McCormick of Congressman Les AuCoin's office, Senator Blaine Whipple, Representative Pat Whiting, and others, to review that case.

As I am sure they reported, the meeting was not encouraging. The State and Federal officials, granting that the application was eligible, seemed more concerned with supporting the previous conclusions than receiving additional information.

Mr. F. B. Klaboe has looked at the evidence and has concluded that there had been a roadway in existance and there was flood damage.

In my experience with this project, this fresh and sensible approach to the problem is unique. I commend him to you. If the State had a few more such men, your problems as Governor of the State would be less in number.

Sincerely,

Thomas K. Welch

TKW/kas

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

May 9, 1975

The Honorable Blaine Whipple
Oregon State Senator
8455 S. W. Brookridge
Portland, Oregon 97225

Dear Blaine:

By now you have had a chance to review the May 7, 1975, letter from Mr. F. B. Klaboe to Mr. William H. Mayer and Mr. Harvey L. Latham on the Rainbow Lane disaster relief.

The letter reports what you have been pointing out to the various agencies. I believe this report has a greater significance than even the relief of Rainbow Lane.

It is the first time in my experience that a member of the bureaucracy has gone to bat for what is right and due to the people of Rainbow Lane. Mr. Klaboe is his letter shows that he is more concerned with the justice of the matter than the consequences of rocking the boat.

Were there more such men in the system, the problems of the system would be less.

His effort and concern should not go unnoticed.

Thank you again for your help. I shall keep you informed.

Sincerely,

Tom

Thomas K. Welch

TKW/kas

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 9, 1975

Congressman Les AuCoin
329 Canyon House Office Building
Washington, D. C. 20510

Dear Les:

By now you have received Mr. F. B. Klaboe's letter of May 7, 1975, regarding Rainbow Lane. You know with what diligence and frustration, for the past year and a half, we have pursued assistance for Rainbow Lane.

Mr. Klaboe, Administrator of Highways, is the first to look at the evidence rather than only perpetuate the preconceived notions of opinion.

This quality is rare and not always appreciated in the system. But, if the system is to survive, the few examples must be encouraged. I believe that this is even more important than the successful funding of Rainbow Lane by Disaster Relief.

I have been conferring with Mr. Pat McCormick this past week and he has been a great help. He and I are organizing the additional information he feels you will need.

Sincerely,

Tom

Thomas K. Welch

TKW/kas

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR

Info	Inves	R/D	D R	Sign	A.	File

May 9, 1975

Representative Pat Whiting
Room 410-E
Salem, Oregon 97310

Dear Pat:

By now you have received the May 7, 1975, letter of Mr. F. B. Klaboe regarding Rainbow Lane.

You, more than others, know how difficult it has been in the past year and a half to get the attention of the system for those who do not exactly fit the intricate procedures of the bureaucratic requirements.

Here, for the first time in our efforts on behalf of Rainbow Lane, we have the help of a man who looked to the facts and needs of the situation rather than to the preconceived concept. Such is not always appreciated in the system, but if that system is to last it must be nurtured by we who are concerned with those outside the system.

Sincerely,

Tom

Thomas K. Welch

TKW/kas

8443

15

Thomas K. Welch 1521 s.w. 66th Portland, Oregon 97225 292-3690

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
795
FOR
Info Inves R/D D/R Sign Act

NOTED
E. S. HUNTER

May 9, 1975

Mr. F. B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I was pleased and am grateful to received your May 7, 1975, letter to Messrs. Mayer and Latham regarding Rainbow Lane.

I have conferred with Mr. Pat McCormick, of Congressman Les AuCoin's Portland office, three times since our meeting on May 1. He has personally conferred with Congressman AuCoin who, as you know, has had a personal interest in the case since the Congressman and I discussed it last December.

Mr. McCormick was most pleased with your personal attention to the matter.

Commissioner Virginia Dagg called me yesterday when she received your letter and again today from the hospital after having talked to you. From the conversation I know you are aware of her appreciation of your efforts.

I have commended your efforts to the attention of Governor Straub, Senator Whipple, and Representative Whiting. It is a magnificent relief to know that someone in the system has looked at the facts and has acted in accordance with those facts rather than justifying previous conclusions. I deeply appreciate your efforts.

A special up-dated report is now being prepared for Congressman AuCoin to pursue the matter from his Washington office.

NOTED
F. B. KLABOE

Again, my thanks and appreciation.

Sincerely,

Thomas K. Welch

Thomas K. Welch

c, Hunter
Julien
Gallis
Sippell
Ed Handt
Jim Cochell
5-15-75

TKW/kas
enclosures

NOTED
L. E. JOHNSON

RECEIVED
MAY 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]

15

WILLIAM BRADLEY DUNCAN
ATTORNEY AT LAW
P.O. BOX 435
HILLSBORO, OREGON 97123
TELEPHONE
(503) 648-8987

May 12, 1975

NOTED
E. S. HUNTER

Mr. F. B. Klaboe
Administrator & State Hwy. Engineer
Highway Building
Salem, Oregon 97310

RE: Rainbow Lane Road District, Washington County

Dear Mr. Klaboe:

Thank you very much for your letter of May 7, 1975. I wish I had learned your name before now. It is probable we would have been able to have a resolution of this problem at a lower level than appears to be necessary at this time.

Everything that was represented in my letter to Mr. Mayer can be proved. The attitude of the Federal Government and the local coordinator for the State should not be allowed to continue.

If I can ever be of any assistance to you in Washington County, please advise. If you think it would be advisable for me to meet with anyone at the State level, I would like to know.

Very truly yours,

William Bradley Duncan

William Bradley Duncan

WBD:nh

cc: Thomas K. Welch
Virginia Dagg
Lillian Haner

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAY 14 75
REFER TO
G. S. 9
FOR
Info Ans R/D D/R Sig Act File

cy Hunter
Quinn
Dallis
Lippold
Ed Wandt
Jim Cockrell
5-15-75

RECEIVED
MAY 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
F. E. JOHNS

and absolutely trustworthy in his professional judgment. I am convinced, therefore, that the district should be reimbursed for the amount they are claiming, and I ask you to personally review and reconsider the findings of your regional office in the matter.

Sincerely,

LES AuCOIN
Member of Congress

Enclosure
LA:pmj
cc. Mr. William H. Mayer, Regional Director, FDAA
Mr. Harvey L. Latham, Administrator, Oregon Emergency Services Division
Mr. James Morrill, Congressional Liaison, HUD
The Honorable Bob Straub, Governor of Oregon
The Honorable Blaine Whipple, State Senator
The Honorable Pat Whiting, State Representative
Mr. William Bradley Duncan
The Honorable Virginia Dagg, County Commissioner
Mr. Thomas K. Welch

LES AuCOIN
1st District, Oregon

Committees:
BANKING, CURRENCY AND HOUSING
MERCHANT MARINE AND FISHERIES

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

Washington Office:
329 Cannon House Office Building
Washington, D.C. 20515
(202) 225-0855

District Office:
345 United States Court House
Portland, Oregon 97205
(503) 221-2901

May 13, 1975

Mr. Thomas P. Dunne
Federal Disaster Assistance Administrator
Department of Housing and Urban Development
451 Seventh Street, S.W.
Washington, D.C. 20410

RE: Project Application No.
FDAA-413-DR-71-OREGON
Rainbow Lane Road District

Dear Mr. Dunne:

My office has been closely following the progress of the above application for several months. I have been deeply troubled by the fact that the recommendations to your agency represented less than 10% of the amount claimed by the district for its losses in last year's flooding.

In a letter I received last week (copy enclosed), I found my concerns were shared by a person in a much better position to know the facts of the case, the Administrator of the Oregon State Highway Division. In plain language, Mr. Klaboe says he believes the citizens of the Rainbow Lane Road District deserve to get the full amount for which they have applied.

I have worked closely with Mr. Klaboe in state government, and I know him to be a man who is tight with a dollar

LES AuCOIN
1st District, Oregon

COMMITTEES:
BANKING, CURRENCY AND HOUSING
MERCHANT MARINE AND FISHERIES

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
329 Cannon House Office Building
Washington, D.C. 20515
(202) 225-0855

DISTRICT OFFICE:
345 United States Court House
Portland, Oregon 97205
(503) 221-2901

May 13, 1975

NOTED
E. S. HUNTER

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Fred:

I just wanted to compliment you for the bold action you took to get the FDAA thinking a little straighter on the damage to Rainbow Lane in last year's flooding.

You took them to task in language plain enough to make Harry Truman happy, and I know it can make an important difference in helping those people in Washington County. I have sent a copy of your letter, with some of my own thoughts, to the Federal Disaster Assistance Administrator back here. My request of him is essentially the same as yours to Mr. Mayer. Hopefully, something will shake loose quickly.

I'll keep you posted on anything I hear, and I'd appreciate it if you would do the same for me. Thanks, again, for your willingness to stick your neck out for these people.

NOTED
F. B. KLABOE

Sincerely,

LES AuCOIN
Member of Congress

cy- Hunter
Rulien
Gollis
Sipprell
Ed Hardt
Jim Cockrell
5-15-75

LA:pmj
Enclosure

RECEIVED
MAY 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. JOHN

RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO
as 7
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

THIS STATIONERY PRINTED ON PAPER MADE WITH RECYCLED FIBERS [illegible] Co

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL DISASTER ASSISTANCE ADMINISTRATION
ARCADE BUILDING, ROOM M-16
1319 SECOND AVENUE
SEATTLE, WASHINGTON 98101

REGION X

IN REPLY REFER TO:

May 13, 1975

Representative Pat Whiting
State of Oregon
House of Representatives
Salem, Oregon 97310

Subject: Rainbow Lane Road District FDAA-413-DR-OR-71

Dear Representative Whiting:

This will acknowledge receipt of your letter of May 9, 1975 indicating your concurrence with Mr. Fred Klaboe's letter dated May 7, 1975.

Upon receipt of Mr. Klaboe's letter, I called him. With all due respect, there is no new factual information contained either in Mr. Klaboe's letter or our subsequent phone conversation which would cause me to reverse my decision as contained in my letter to Mr. William Bradley Duncan dated April 21, 1975.

Rainbow Lane Road District has not exhausted the appeals procedures provided in the Regulations (Part 1710.8[g], Title 32 CFR, discussed on page 26 of the Handbook for Applicants, DHUD/FDAA 3300.1). Mr. Duncan, the Road District's designated agent, can appeal my decision to Mr. Thomas P. Dunne, the FDAA Administrator. The appeal must be filed within 30 days from the date of my letter denying the original appeal. May I emphasize that only the applicant's designated agent can file such an appeal with the FDAA administrator.

Cordially yours,

Wm. H. Mayer

Wm. H. Mayer
Regional Director

copy to Rulien - for your info
Hossner (FHWA)

RECEIVED
COUNTY & CITY SECTION
MAY 19 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Photo 1
School
VERT
BEGINING OF 24' RD APPROX. 0+33
KED

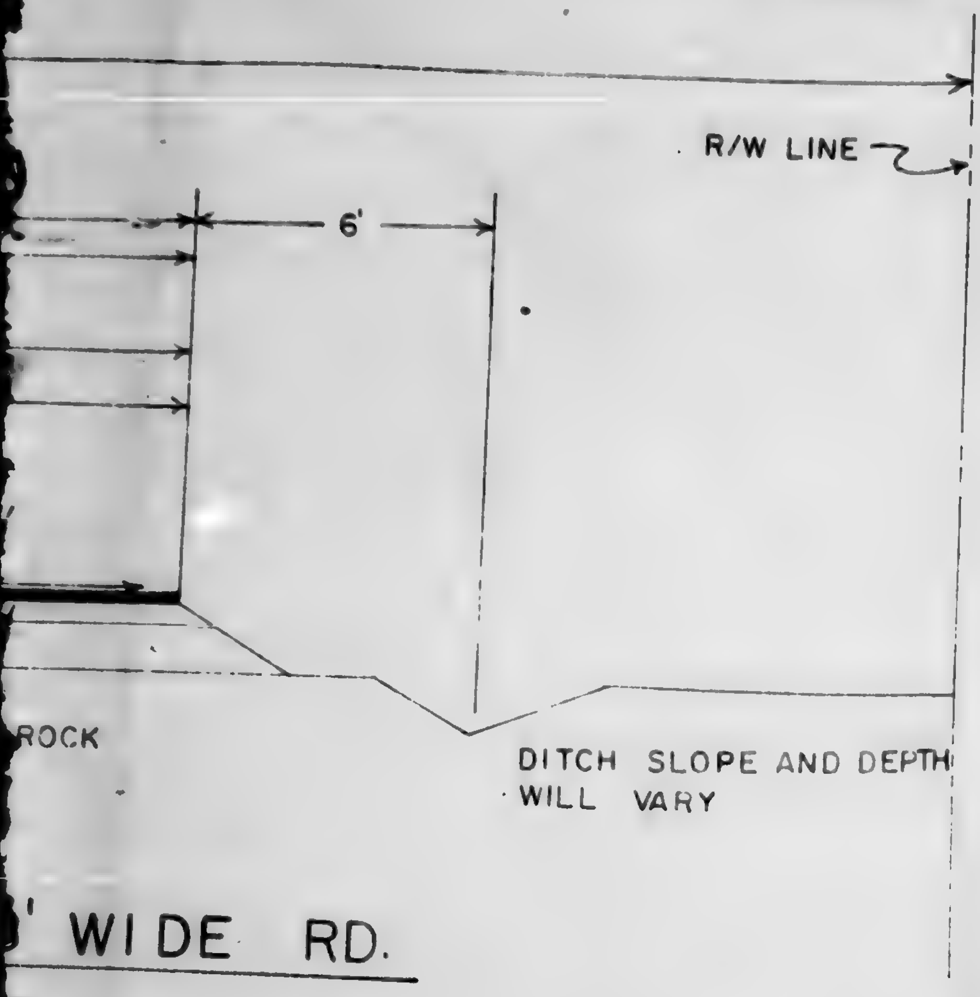
WASHINGTON COUNTY
DEPARTMENT OF PUBLIC WORKS

RAINBOW LANE L.I.D.

C.R.

PROJECT NO. 4216
DRAWN 10 JUNE 7 BY R. LAPO

APPROVED ____ BY ____


R/W LINE
6'
ROCK
DITCH SLOPE AND DEPTH
WILL VARY
' WIDE RD.

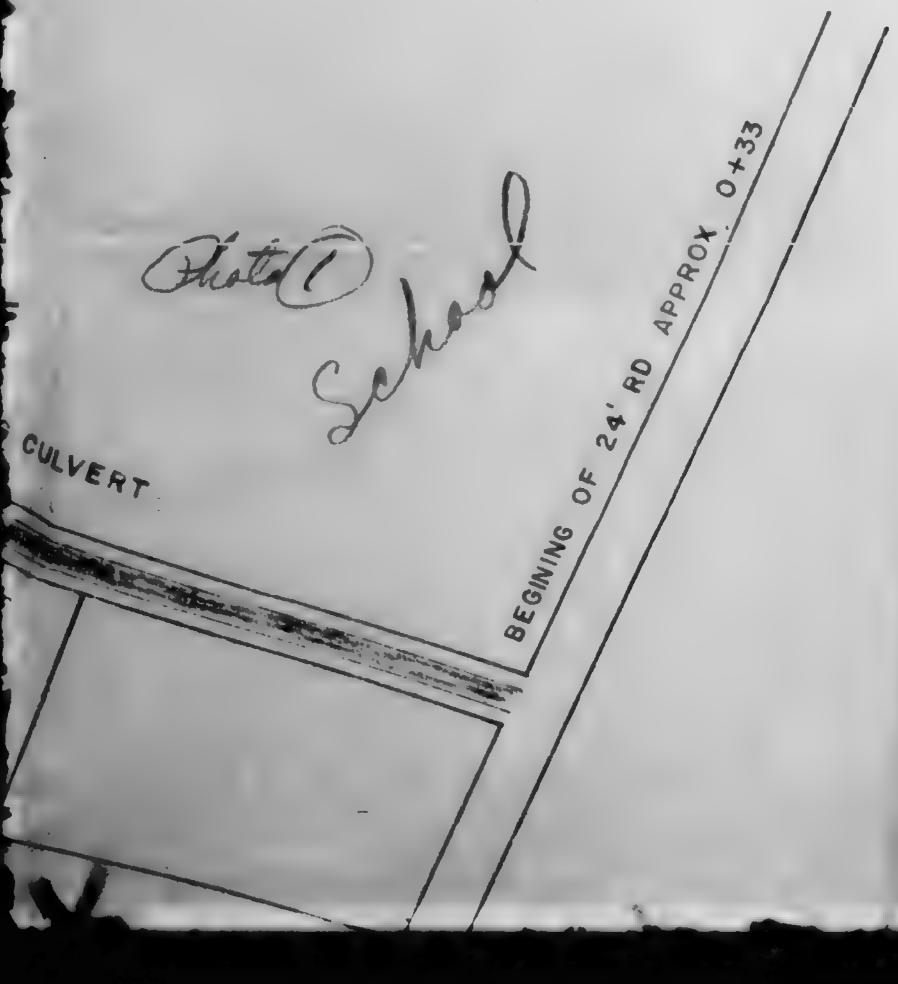
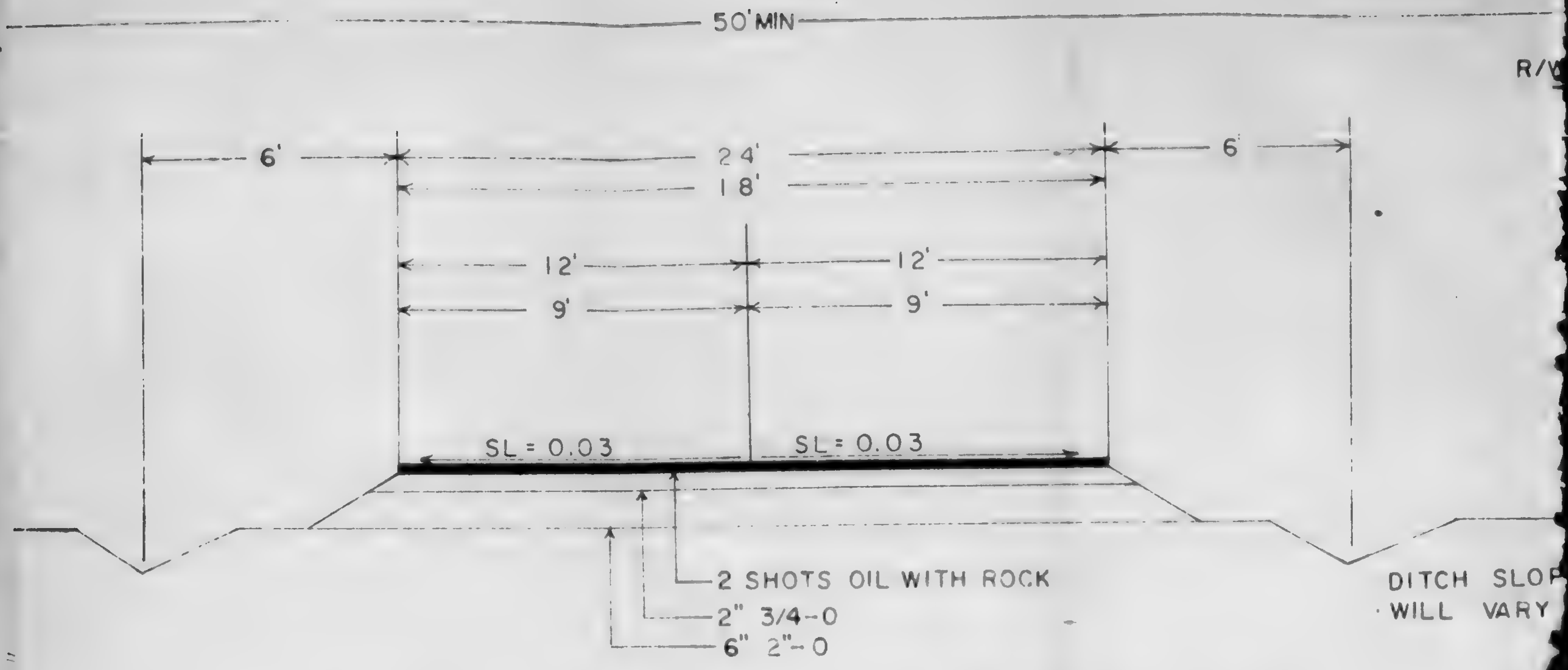


Photo ①
School
CULVERT
BEGINING OF 24' RD APPROX. 0+33


50'MIN
R/W
6'
24'
6'
18'
12'
12'
9'
9'
SL = 0.03
SL = 0.03
2 SHOTS OIL WITH ROCK
2" 3/4-0
6" 2"-0
DITCH SLOP
WILL VARY

TYPICAL SECTION, 24' & 18' WIDE RD.

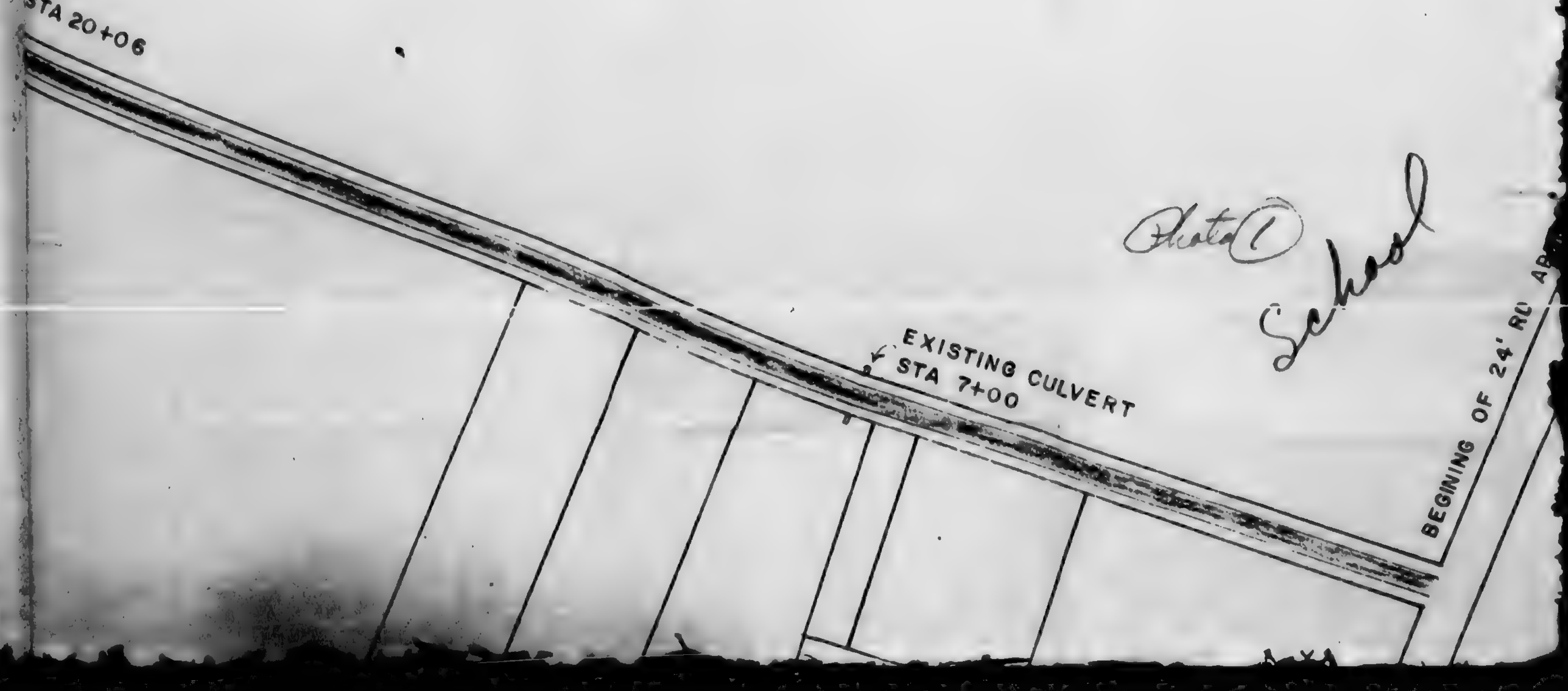
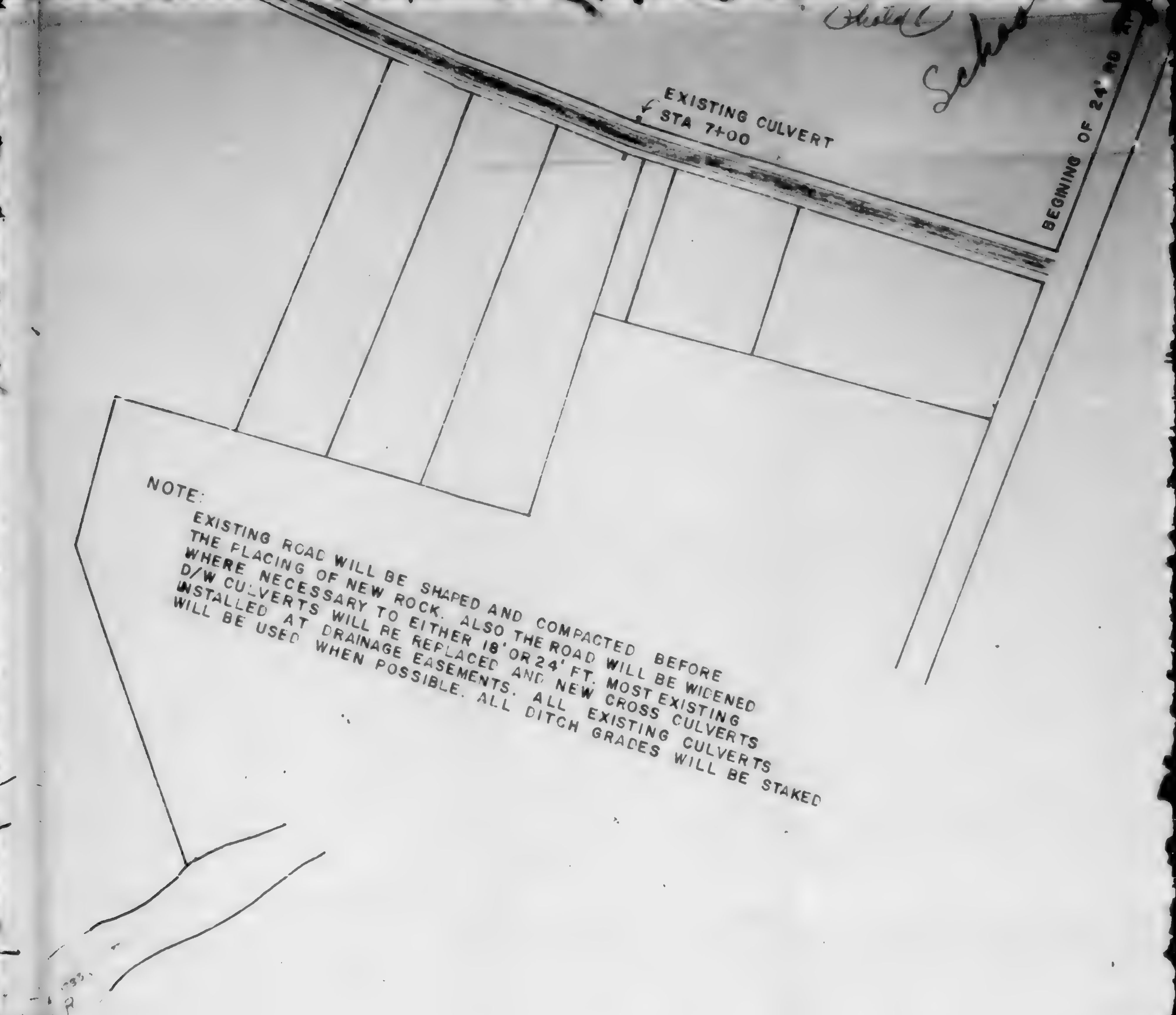

STA 20+06
EXISTING CULVERT
STA 7+00
BEGINING OF 24' RD AR

Photo ①

School


EXISTING CULVERT
STA 7+00
BEGINING OF 24' RD
Checked
Scha

NOTE:

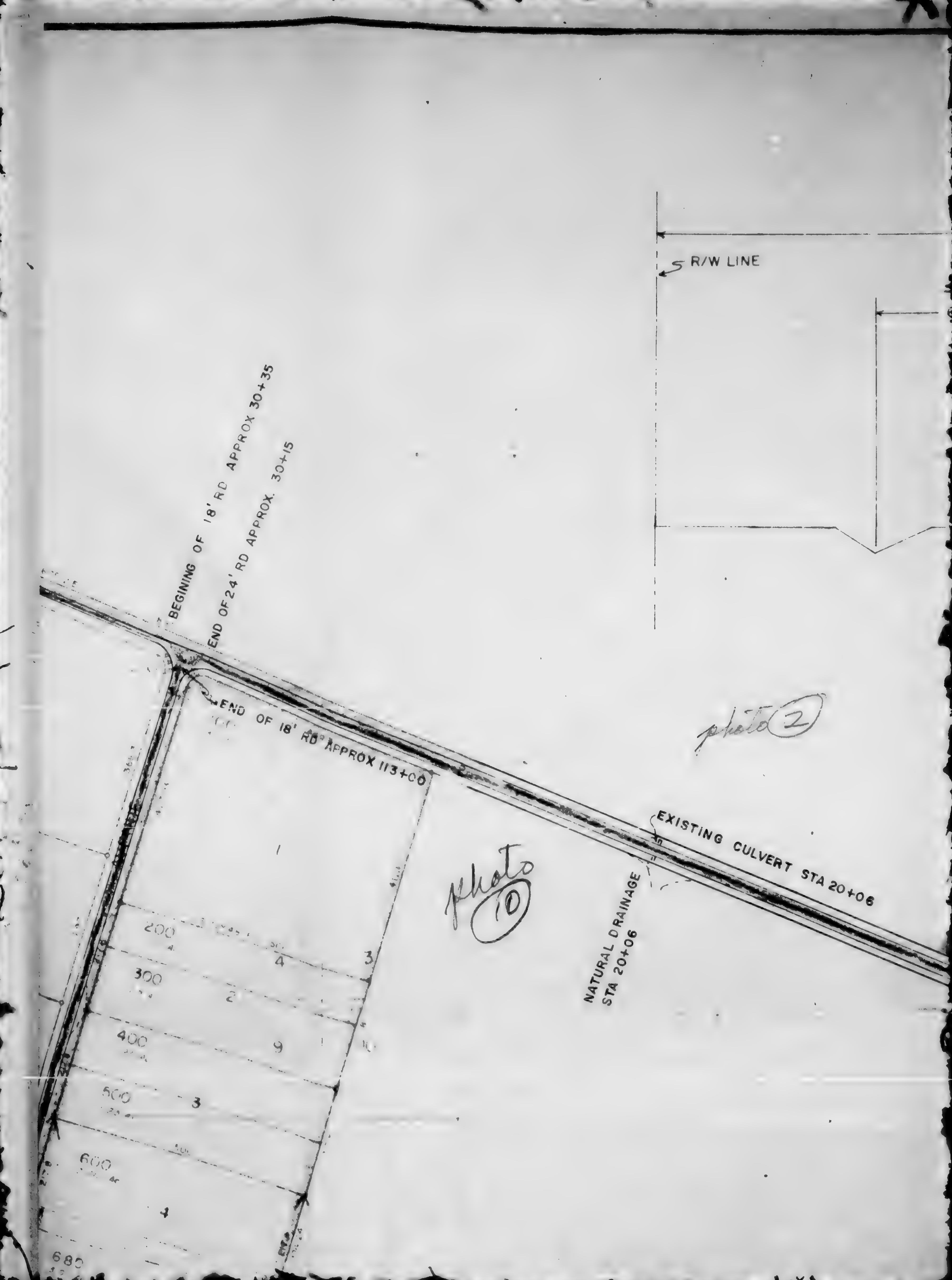
EXISTING ROAD WILL BE SHAPED AND COMPACTED BEFORE THE PLACING OF NEW ROCK. ALSO THE ROAD WILL BE WIDENED WHERE NECESSARY TO EITHER 18' OR 24' FT. MOST EXISTING D/W CULVERTS WILL BE REPLACED AND NEW CROSS CULVERTS INSTALLED AT DRAINAGE EASEMENTS. ALL EXISTING CULVERTS WILL BE USED WHEN POSSIBLE. ALL DITCH GRADES WILL BE STAKED

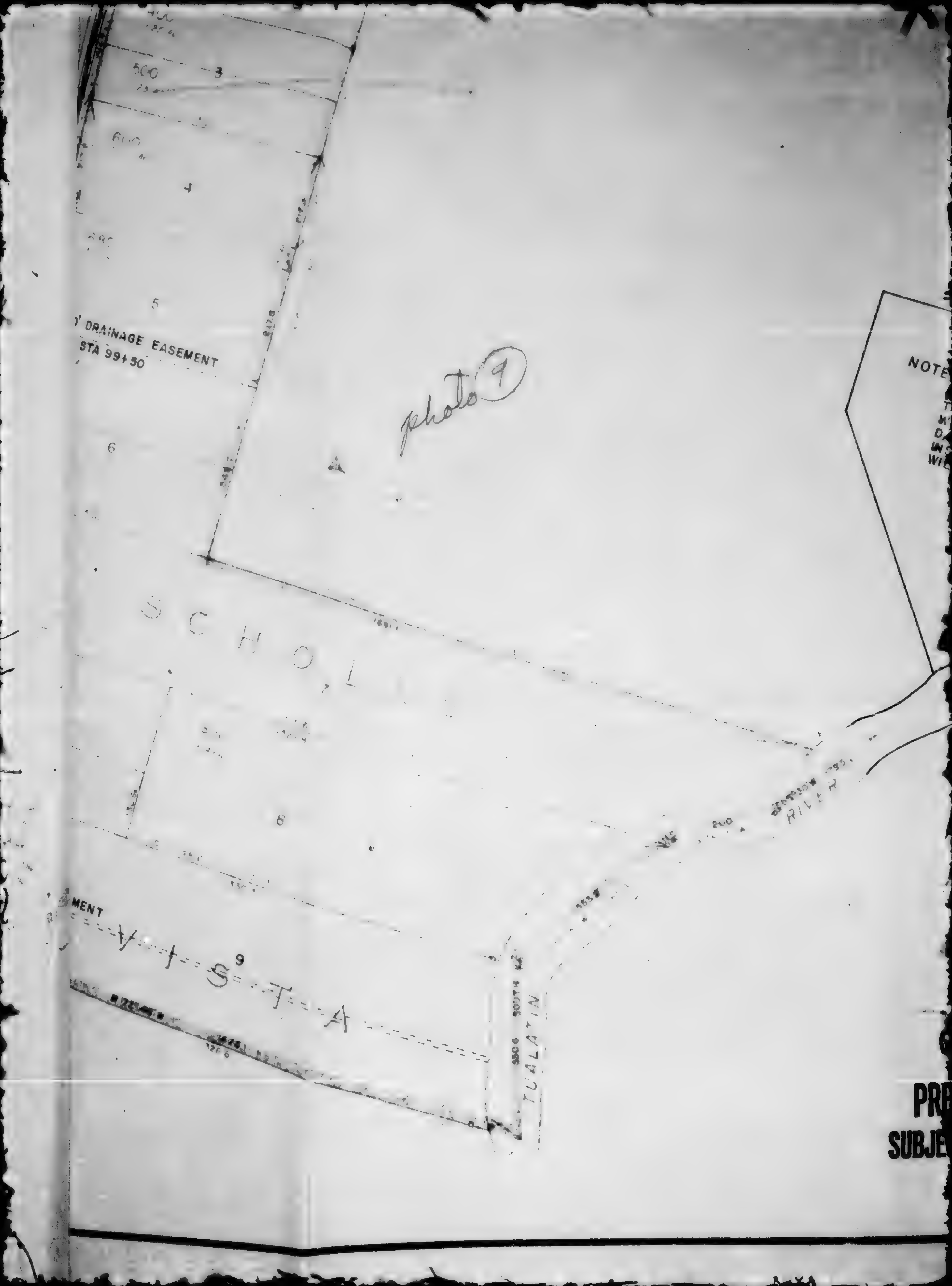
PRELIMINARY
SUBJECT TO CHANGE

DER

WASHINGTON COUN
1843
OREGON

PROJECT
DRAWN 10
CHECKED


R/W LINE
BEGINING OF 18' RD APPROX 30+35
END OF 24' RD APPROX. 30+15
END OF 18' RD APPROX 113+00
EXISTING CULVERT STA 20+06
NATURAL DRAINAGE STA 20+06
photo 2
photo 10
1
200
4
3
300
2
400
9
10
500
3
600
4
680


400
500
3
600
4
5
D' DRAINAGE EASEMENT
STA 99+50
photo 9
6
S C H O L
8
MENT
V I S T A
9
200
RIVER
TUALATIN
NOTE
PRE
SUBJE

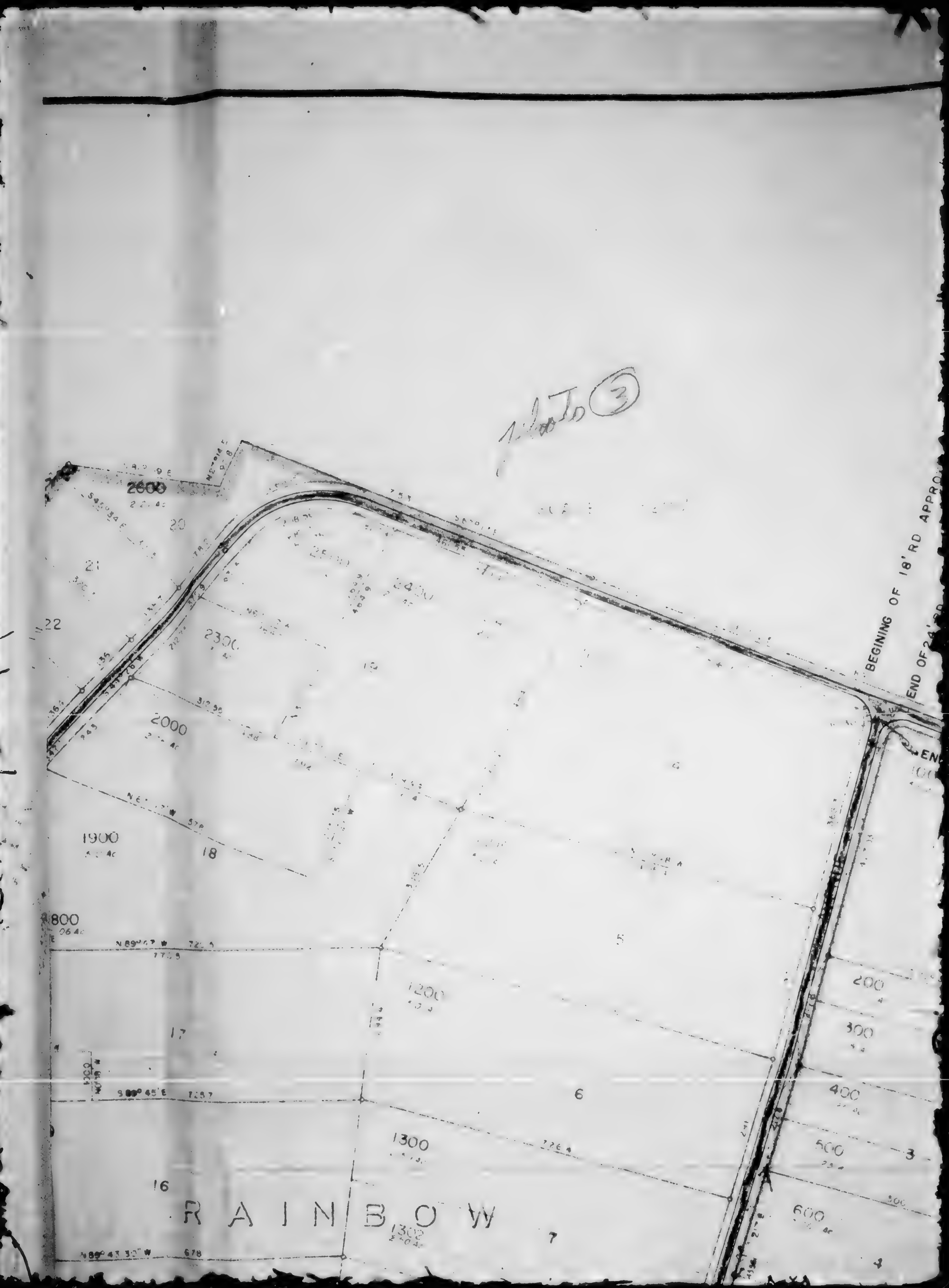
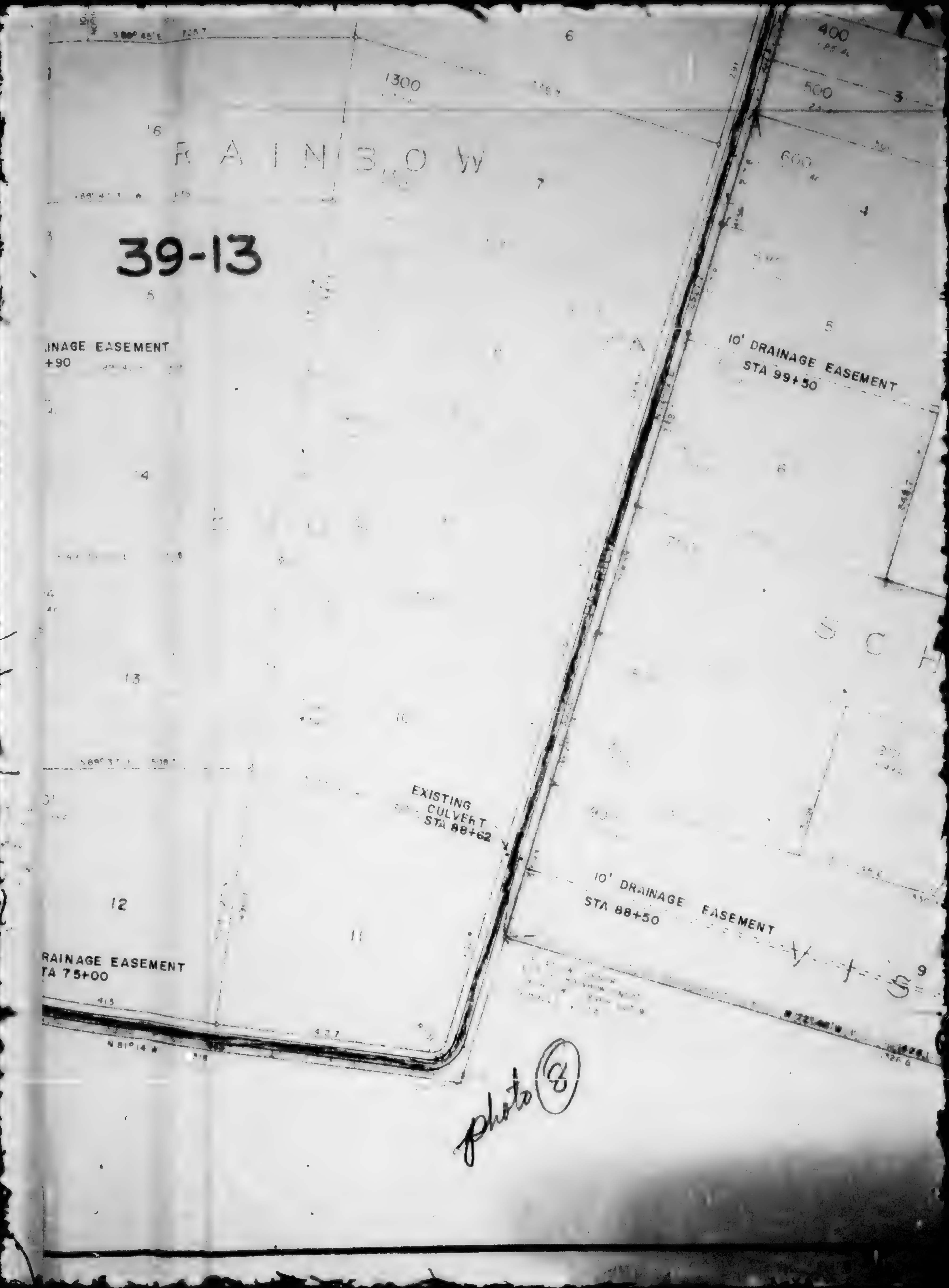


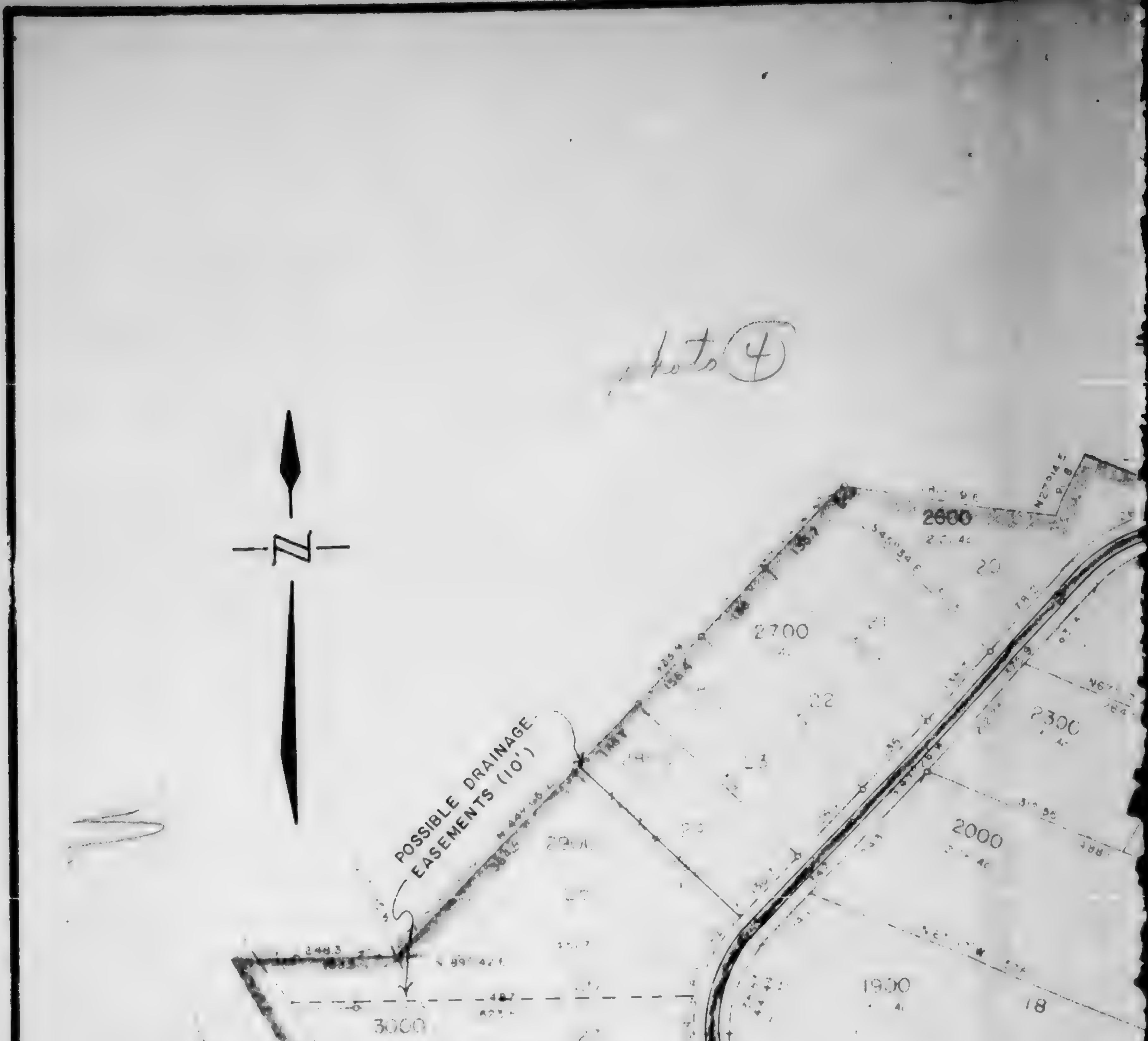
photo ③
2600
20
21
22
2500
2400
2300
19
2000
1900
18
1800
N89°42'W 725.5
1200
5
4
17
S89°45'E 725.7
6
1300
16
RAINBOW
1302
7
N89°43'30"W 678
200
300
400
500
3
600
BEGINING OF 18' RD APPRO
END OF 24' R

39-13

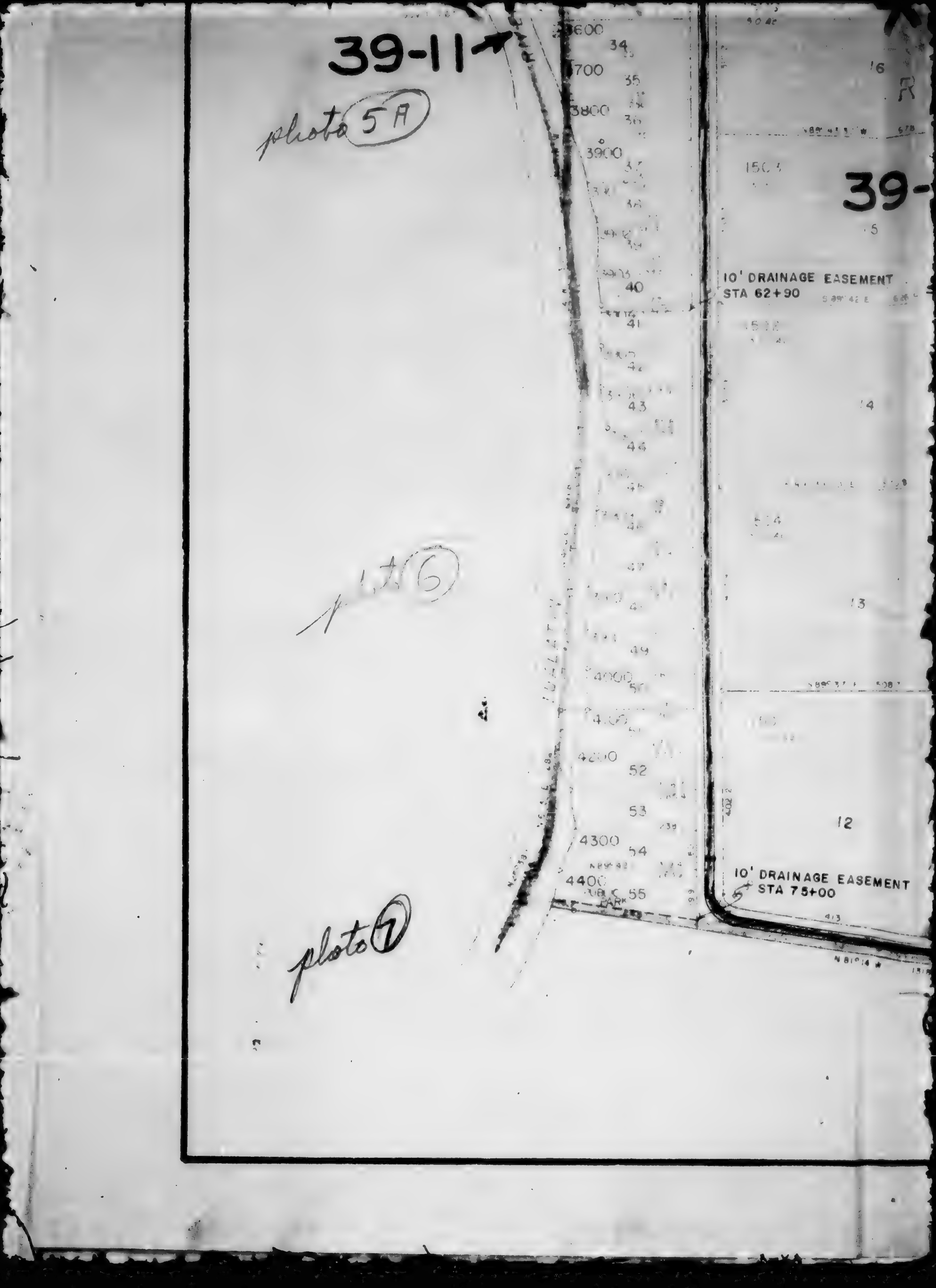


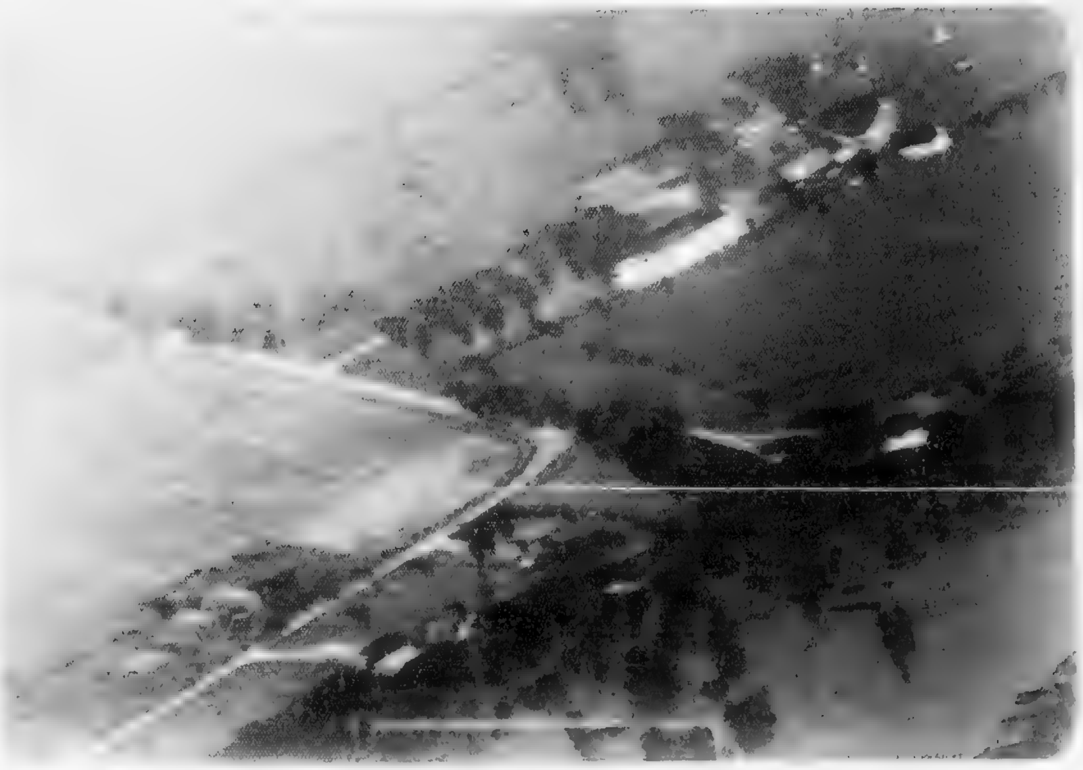
RAINBOW
S 89° 45' E
1300
400
500
600
3
4
5
6
7
13
12
11
14
16
INAGE EASEMENT
+90
10' DRAINAGE EASEMENT
STA 99+50
EXISTING CULVERT STA 88+62
10' DRAINAGE EASEMENT
STA 88+50
RAINAGE EASEMENT
TA 75+00
N 81° 14 W
S89° 3
SCH
VISTA
9

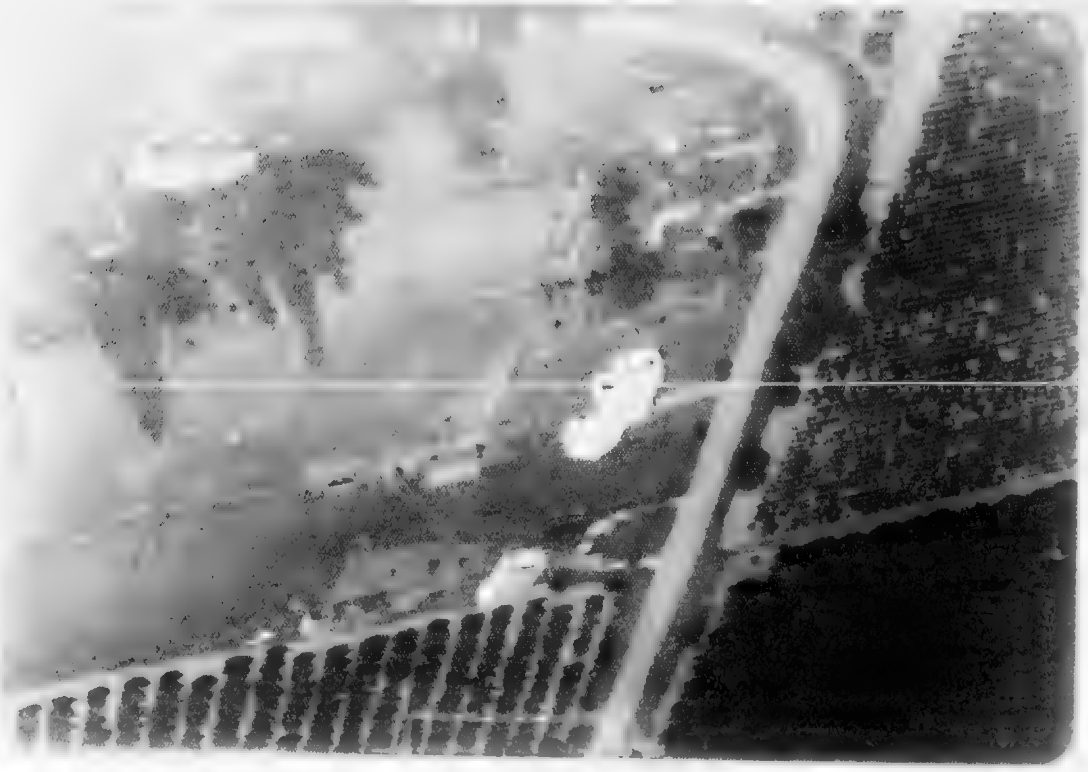
photo ⑧

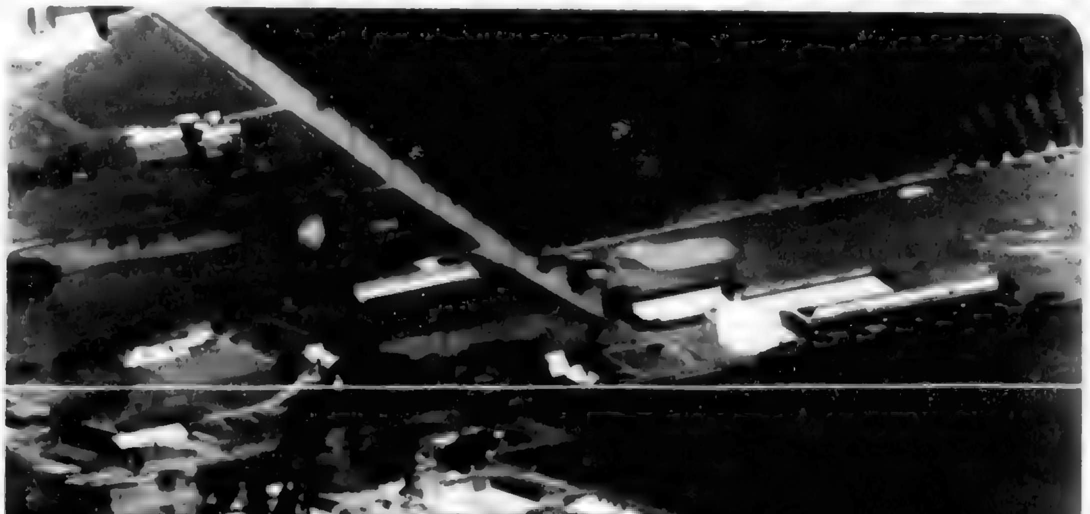


N
photo 4
POSSIBLE DRAINAGE EASEMENTS (10')
2600
20
2700
22
2300
2000
1900
18
1800
1700
17
1600
16
R A
1503
3000
28
29
3100
3200
3400
3500
33
3600
34
3700
35
3800
36
3900
37
3901
38
photo 5
photo 5A
39-11
39-13


39-11
photo 5A
photo 6
photo 7
39-
3600
3700
3800
3900
4000
4100
4200
4300
4400
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
16
15
14
13
12
10' DRAINAGE EASEMENT
STA 62+90
10' DRAINAGE EASEMENT
STA 75+00
N 81°14' W







I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None

7. Potential for Controversial Issues: None. 80% of home owners want road improved

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - None

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Existing right-of-way is adequate.

   Consequences:

2. Estimated Changes in Traffic Patterns: There will be no change in existing traffic patterns.

   Consequences:

3. Estimated Changes in Land Use: None. The existing platt, zoning restrictions and development preclude further development.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None. The existing roadway is to be improved.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None. Improved road will provide all-weather road for school bus and mail service

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The present road loops through a 210 acre settlement of 70 parcels in a rural setting and location. The site is boardered on one side by the Tualatin River and on the other sides by farm uses. There is a gentle slope from north to south through the site and drainage flows in this direction along the sides of the existing road bed. A portion of the southern end of the road bed is subject to flooding but will not wash if proper drainage facilities are present.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The site is a platted subdivision of one, two and five acre lots with farm use and housing intersperced. There is no public sewer or water service, most lots are developed with a single family dwelling. One parcel has temporary housing for farm labor. The site is presently without school bus and mail service; however, upon improvement of this road, that service will be provided.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 50 foot wide strip through which an existing semi-improved road runs.

Typical Section 24' and 18' wide, 6" base rock (2" - 0), 2" surface rock (3/4" - 0) and two shots of asphalt oil

Structures Culverts for road drainage system.

Characteristics (ADT) 2.13 mile loop road with appriximate ADT of 300. There is an existing 2" - 6" base of rock with no asphaltic surfacing

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None available because of existing terrain and lot patterns

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type Assessment Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

Obsolete
being revised
16 Jul 75
CRM

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 6-25-75

A. PROJECT IDENTIFICATION

Name of Project Rainbow Lane Road (Section)

Location of Project Rainbow Lane, Washington County, Oregon (Highway Name) (Highway No., US - ORE)

(City) Washington (County) (Region)

Program (Funding) $96,312.50 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve a rural road to a standard adequate to allow all-weather access for school buses, mail service and public travel to approximately 220 persons who would otherwise be isolated

Origin and History: Rainbow Lane is a toll free, public road located in a rural area and subject to the continuing jurisdiction and maintenance of a special road district, duly organized and existing pursuant to ORS Chapter 371.

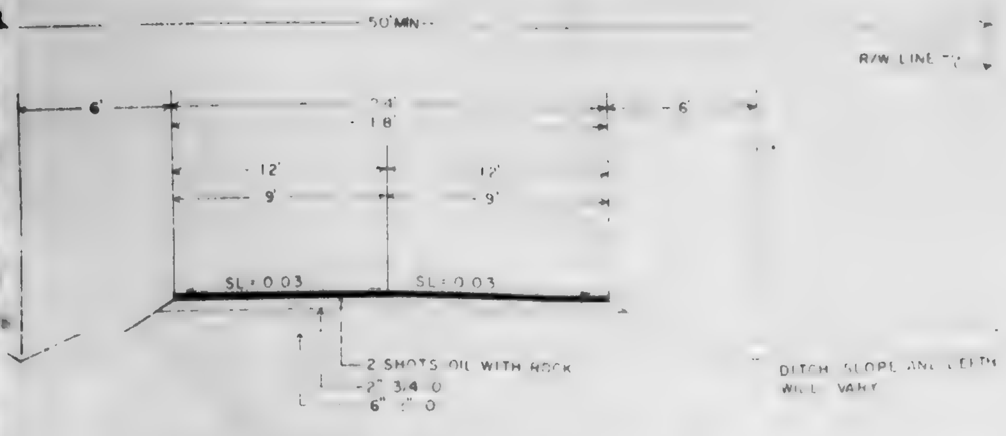
C. DESCRIPTION OF PROJECT

Length 2.13 miles

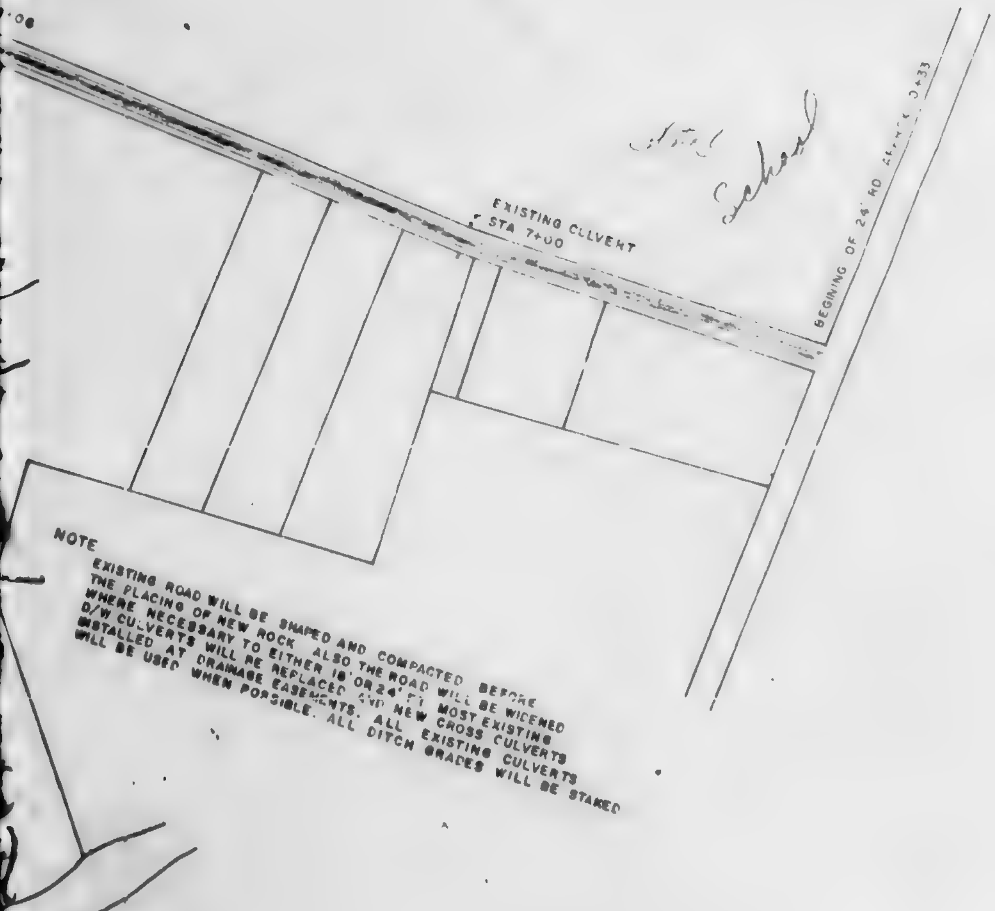
Termini Intersection of Scholls Ferry Road and Rainbow Lane, Washington County, Oregon

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)


50' MIN
R/W LINE
6'
24'
18'
6'
12'
12'
9'
9'
SL = 0.03
SL = 0.03
2 SHOTS OIL WITH ROCK
2" 3/4 0
6" 2" 0
DITCH SLOPE AND DEPTH WILL VARY

TYPICAL SECTION, 24' & 18' WIDE RD.


EXISTING CULVERT STA 7+00
School
BEGINING OF 24' RD STA 0+33

NOTE

EXISTING ROAD WILL BE SHAPED AND COMPACTED BEFORE THE PLACING OF NEW ROCK. ALSO THE ROAD WILL BE WIDENED WHERE NECESSARY TO EITHER 18' OR 24' FT. MOST EXISTING D/W CULVERTS WILL BE REPLACED AND NEW CROSS CULVERTS INSTALLED AT DRAINAGE EASEMENTS. ALL EXISTING CULVERTS WILL BE USED WHEN POSSIBLE. ALL DITCH GRADES WILL BE STAKED

PRELIMINARY
SUBJECT TO CHANGE

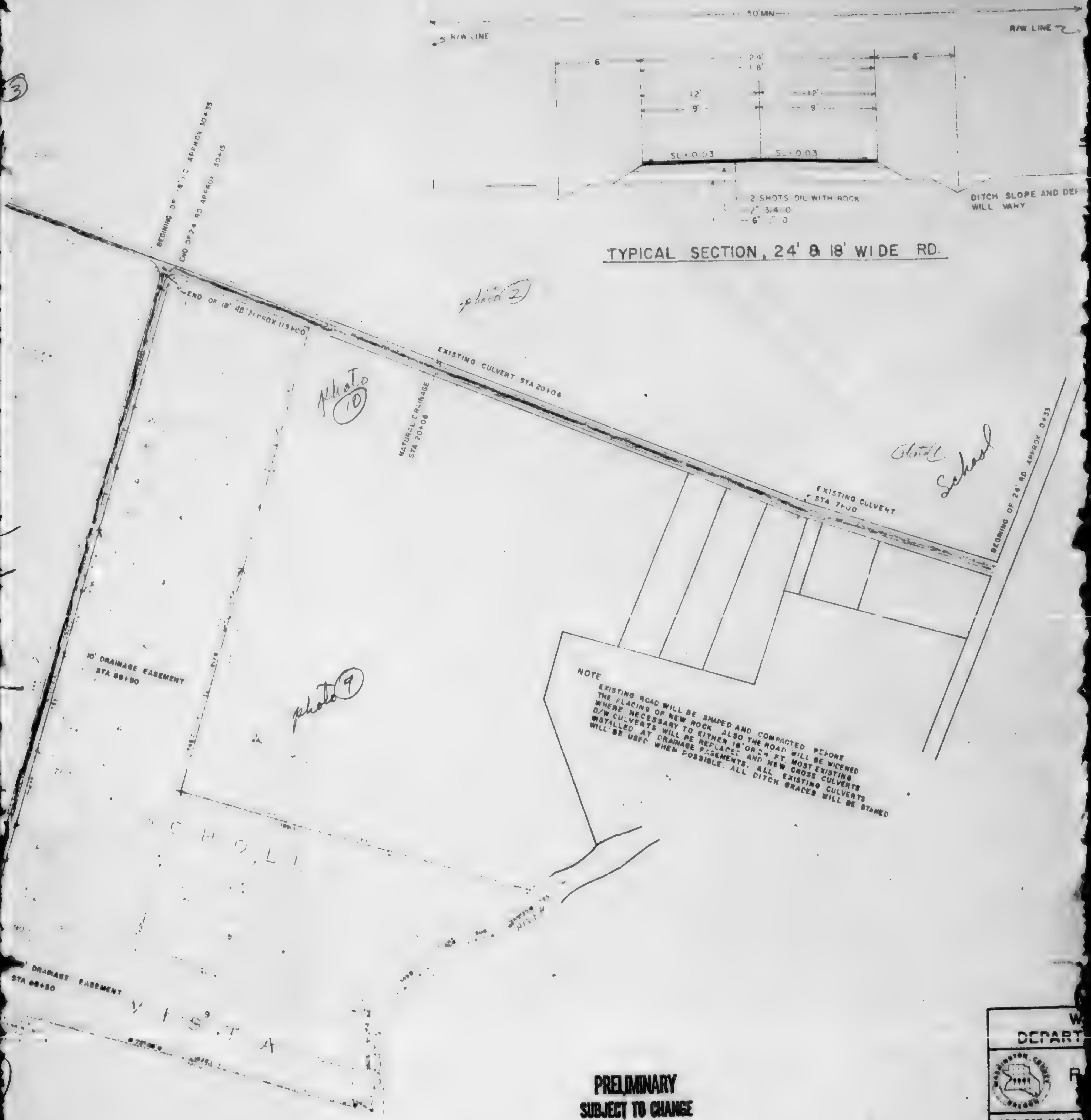
WASHINGTON COUNTY
DEPARTMENT OF PUBLIC WORKS

RAINBOW LANE L.I.D.

C.R.

PROJECT NO. 4216
DRAWN 10 JUNE 75 BY R. LAPO
CHECKED ______ BY ______

APPROVED ____ BY ______


50' MIN
R/W LINE
R/W LINE
6
24'
18'
6'
12'
9'
12'
9'
SL: 0.03
SL: 0.03
2 SHOTS OIL WITH ROCK
2" 3/4 0
6" 1" 0
DITCH SLOPE AND DEI
WILL VARY
BEGINING OF 18' RD APPROX 30+35
END OF 24 RD APPROX 30+15
END OF 18' RD APPROX 113+00
EXISTING CULVERT STA 20+06
NATURAL DRAINAGE STA 20+06
EXISTING CULVERT STA 7+00
BEGINING OF 24' RD APPROX 0+33
10' DRAINAGE EASEMENT STA 99+50
DRAINAGE EASEMENT STA 88+50
CHOLL
VISTA
RIVER
photo (2)
photo (10)
photo (9)
Photo (1)
School
③

TYPICAL SECTION, 24' & 18' WIDE RD.

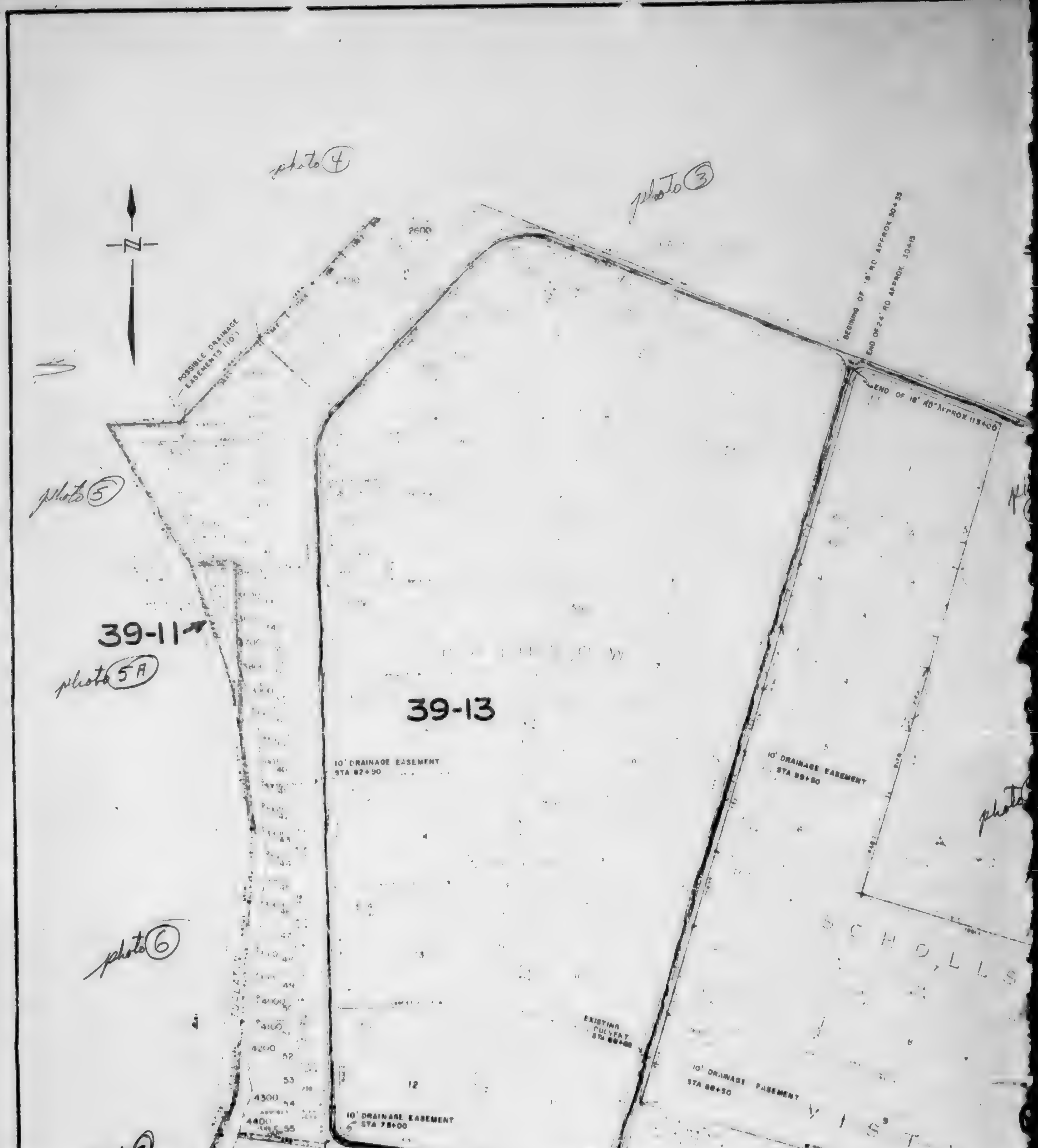
NOTE

EXISTING ROAD WILL BE SHAPED AND COMPACTED BEFORE THE PLACING OF NEW ROCK. ALSO THE ROAD WILL BE WIDENED WHERE NECESSARY TO EITHER 18' OR 24 FT. MOST EXISTING O/W CULVERTS WILL BE REPLACED AND NEW CROSS CULVERTS INSTALLED AT DRAINAGE EASEMENTS. ALL EXISTING CULVERTS WILL BE USED WHEN POSSIBLE. ALL DITCH GRADES WILL BE STAKED

PRELIMINARY
SUBJECT TO CHANGE

W
DEPART
R

PROJECT NO. 42
DRAWN 10 JUNE 7
CHECKED

N
photo ④
photo ③
2600
POSSIBLE DRAINAGE EASEMENTS (10')
BEGINING OF 18' RD APPROX 30+35
END OF 24' RD APPROX. 30+15
END OF 18' RD APPROX 113+00
photo ⑤
39-11
photo 5A
39-13
10' DRAINAGE EASEMENT STA 67+90
10' DRAINAGE EASEMENT STA 99+50
photo ⑥
SCHOLLS
EXISTING CULVERT STA 88+00
10' DRAINAGE EASEMENT STA 88+50
VISTA
4000
4100
4200
4300
4400
12
10' DRAINAGE EASEMENT STA 75+00
photo ⑦
photo ⑧

WILLIAM BRADLEY DUNCAN
ATTORNEY AT LAW
P.O. Box 435
HILLSBORO, OREGON 97123
TELEPHONE
(503) 648-8987

June 25, 1975

Mr. F. B. Klaboe
Administrator and State Hwy. Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Off-Systems Road Program; Project for Rainbow Lane

Dear Mr. Klaboe:

Enclosed please find our application for a funding grant under the "Off-Systems Road Program". We seek a 78% grant, matched by 22% local funds, for a project with an estimated cost of $96,312.50.

The application contains an environmental assessment, a sketch map showing the project location (plus photos), a general description of existing and proposed facility, the rights-of-way and utility requirements, estimated costs and other related data.

We believe this to be a meritorious project under the criteria for federal assistance and request your consideration of our appliction.

Very truly yours,

William Bradley Duncan

William Bradley Duncan

WBD:nh
Enclosures

cc: Virginia Dagg
Thomas K. Welch
Lillian Haner

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO
Bulien
FOR

w/encs.
Pl examine
& discuss

Geo/R

COUNTY-CITY
FEDERAL AID
JUN 27, 1975

Project #
OS-3401(1)

Robert W. Straub

June 30, 1975

Mr. William B. Duncan
Attorney at Law
P. O. Box 435
Hillsboro, Oregon 97123

Re: Off-System Roads Program
Rainbow Lane Project

Dear Mr. Duncan:

This will acknowledge your letter of June 15, 1975 in which you applied for Off-System Roads funds to construct a project for the Rainbow Lane Road District.

To complete the processing of this application, additional details such as agreements, engineering consultant selection and data for programming with the Federal Highway Administration will need to be resolved.

In order to avoid any delay in this process, all data which you have furnished is being forwarded directly to Mr. E. L. Hardt, Regional Engineer, Oregon State Highway Division in Milwaukie. Mr. Hardt will work directly with you or other representatives as appropriate to expedite this project for Rainbow Lane Road District.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

GMM:scr

bc: E. L. Hardt
Jon Rose
Geo. Ramjoue
6/30/75

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

443

OSR
Rainbow Lane
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 18, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: RAINBOW LANE

TO: HAL REYNOLDSON
County-City Unit

Project #
OS-3401(1)

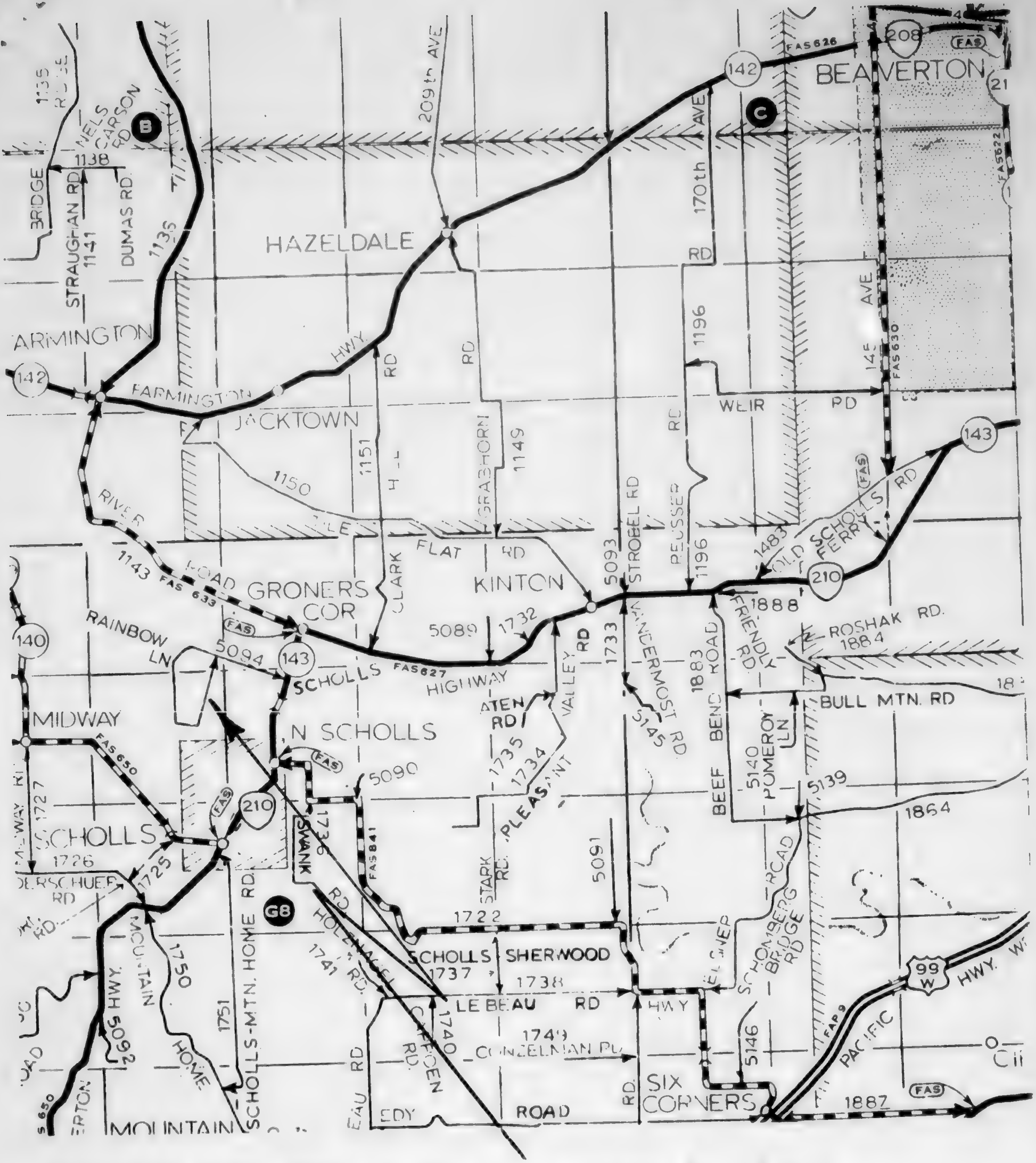
Here is a package of material relating to the Rainbow Lane OSR request.

The original request came in the form of a letter accompanied by the attached photos and map and a completed "Project Environmental Assessment," all sent directly to Mr. Klaboe. I have sent the road district a request form so that they can provide the necessary information to further process this and our Region Environmentalist has reviewed the submitted P.E.A. and forwarded it with comments to the Salem Environmental Unit. I am hopeful that the district will submit the completed request form through this office so that we can be aware of the progress of the project, but I understand that you are acting on the original letter request so everything seems to be moving.

The attached material should complete your file on this and unless I hear otherwise I will assume that things are all in order.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐


BEAVERTON
HAZELDALE
FARMINGTON
JACKTOWN
GRONERS COR
KINTON
MIDWAY
N SCHOLLS
SCHOLLS
SIX CORNERS
142
143
140
210
208
99 W
B
C
G8
209th AVE
170th AVE RD
145 AVE
FAS 626
FAS 630
FAS 633
FAS 627
FAS 650
FAS 841
FAS
NELS CARSON RD
STRAUGHAN RD
DUMAS RD
BRIDGE
1135
1136
1138
1141
FARMINGTON HWY
RIVER ROAD
1143
1150
1151
1149
GRABHORN RD
CLARK HILL RD
FLAT RD
WEIR RD
1196
PEUSSER RD
STROBEL RD
5093
OLD SCHOLLS FERRY RD
1483
1888
ROSHAK RD.
1884
FRIENDLY RD
RAINBOW LN
5084
5089
1732
SCHOLLS HIGHWAY
VALLEY RD
1733
VANDERMOST RD
5145
1883
BEEF BEND ROAD
BULL MTN. RD
ATEN RD
1735
1734
PLEASANT
5140
POMEROY LN
5139
1864
5090
1736
SWANK RD
1727
1726
1725
SCHOLLS-MTN. HOME RD.
STARK RD.
5091
1722
SCHOLLS SHERWOOD HWY
1737
1738
LE BEAU RD
1741
HOLZSHAFER RD
1740
CAFFEEN RD.
1749
CONZELMAN RD
EDY ROAD
SCHOMBERG ROAD
SCHOMBERG BRIDGE RD
ELSNER
5146
PACIFIC HWY. W
FAP 9
1887
1750
MOUNTAIN HOME
1751
MOUNTAIN
1605 HWY.
RD

Rainbow Lane Road District   Washington County

OFF SYSTEM ROADS Project

RAINBOW LANE ROAD DISTRICT (Washington County)
Proposed OSR Project

Project No. OS-3401(1)
Rainbow Lane Loop Road
Grade, Drain, Base and Pave
$100,000

Grade, drain, base and pave a roadway having two 10-foot asphaltic concrete travel lanes with 4-foot gravel shoulders. No additional right-of-way is required. Hearing is required. Engineering to be done by consulting firm.

75-a
7/17/75

Oregon Transportation Commission
July 22, 1975
Page three

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316~~
683,056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

NAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 3 0 1975

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is $~~193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ________
Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 125,000.

2. Available FAS Funds $ N/A

3. Does County wish advancement of future Federal funds? Yes N/A No ____
Amount ________

4. Date match money is available Sept. 9, 1975

5. Will there be any 100% County money? Yes N/A No ____

6. Maximum amount of 100% County money available: $ N/A

7. Date ~~County~~ District requests letting: ASAP

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the ~~County~~ District.

This application is not complete without an attached exhibit showing location of project.

By ________
~~County Judge or Comm. Chairman~~

By ________
~~County Commissioner~~

By ________
~~County Commissioner~~

____
O.S.H.D. Field Engineer

Date ________

By ________
~~County Engineer or Roadmaster~~

County ________

Date ________

17. Number of tracks: Mainline N/A Siding_____ Total_____

18. Sight Distance: N/A (Left) __________ (Right)

19. Number of Trains: Passenger N/A Speed______
Freight______ Speed______

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade N/A
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs N/A Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.
Yes N/A No_____

25. Will railroad crossing be altered: Yes N/A No_____
If yes, specify:__________

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State N/A or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV__________

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 50' Minimum 50'

2. Is any additional right-of-way needed? Yes____ No X____ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Electric, Portland General Electric; Telephone, General Telephone; Water, Community Water Supply for Rainbow Ends.

13. Are utilities on existing right-of-way by permit X or by franchise____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district____________________
    and dates between which water can be turned off: From____________ To____________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad____________________

If yes, explain: ____________________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ______ No X
   By Consultant? Yes ______ No X
   By County? Yes X No ______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ______

3. Construction plans and specifications to be prepared:
   By State? Yes ______ No X
   By Consultant? Yes ______ No X
   By County? Yes X No ______

4. Does County desire center line to be permanently monumented as part of project? Yes ______ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed? Yes________ No________

26. Does County wish complete job of illumination in project? Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ______________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain______________________________
____
____

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes____ No X

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I: Traffic will pass through construction as construction of detour is impractical.

II. BRIDGE PROJECT DATA

1. Name of river or stream____________________
2. Name of bridge____________________
3. Dimensions of existing bridge. Length______ Roadway Width______
4. Type of design and material used in existing bridge.____________________
5. Location (please attach map with location marked):____________________
Section______ Township______________ Range______________ W.M.
6. Desired width of proposed bridge______________ Approx. length__________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes ________ No X
If answer is No, which of the following applies?
Contrary to public safety ________ Cost excessive to need or use X
Sparse population X Area exempt from bike law ________
What is desired width of trail or walkway N/A ft.
What type of surface treatment is desired N/A
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes N/A No ________
What type of separation from roadway will be used? N/A
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes N/A No ________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes ________ No X

12. Will replacement be by: County N/A Contract ________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes N/A No ____**

14. **Will County adjust structure to additional width? Yes N/A No ____**

15. **Will adjusted width be standard? Yes N/A No ____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes ____ No X**

17. **Does County wish sight posts installed? Yes ____ No X**

18. **Does County wish State to permanently stripe project? Yes ____ No X**

19. **Will County do striping? Yes ____ No X**

20. **Does County wish guardrail installed? Yes ____ No X**

By County ____ Contractor ____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No X
By seeding and mulching Yes ____ No ____
By rock blanket Yes ____ No ____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ____ No X

23. Can through traffic be detoured? Yes ____ No X

24. Must new detour be constructed? Yes ____ No X

OFF-SYSTEM ROAD [redacted] PROJECT REQUEST

Name of ~~County~~ Rainbow Lane Road District FAS No. ______ Date ______
~~County~~ Road Name Rainbow Lane
Section Name Rainbow Ends
Type of Project Ditching, rocking, and oiling road
Location of Project (Attach sketch map) Near North Scholls - in Washington County
ADT 300 Estimated Design Speed 35

Is this request for county bridge design only? Yes ______ No X
county FAS bridge design? Yes ______ No X
Will County hire consultant for this project? Yes ______ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 2 shot oil with rock Total Travel Width 24'
(AC, Pug Cold Mix, Penetration Mat) and 18' around loop

2. Shoulders: Type Gravel Width Each Side 3'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 30' & 24'

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract X

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract X
Has base design been given to County? Yes ______ No X
Will it be furnished? Yes ______ No X

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract X

6. Binder Course:
By County N/A County Date of Completion N/A By Contract N/A

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract X

8. Clearing:
By County ______ County Date of Completion ______ By Contract X

9. Curbs:
Curbs Required? Yes ______ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WILLIAM BRADLEY DUNCAN
ATTORNEY AT LAW
P.O. Box 435
HILLSBORO, OREGON 97123
TELEPHONE
(503) 648-8987

50 00

NOTED
JON ROSE

July 23, 1975

Mr. Jon Rose
Oregon State Highway Division
Region I
P. O. Box 02157
Portland, Oregon 97202

RE: Rainbow Lane, Off-System Roads Program

Dear Mr. Rose:

Enclosed please find a copy of the Off-System Road Project Request and the contract, plans and specifications for the improvement of Rainbow Lane as prepared by the Washington County Public Works Department.

I hope this is sufficient information to complete our application. If you need further information, please advise.

Very truly yours,

William Bradley Duncan
William Bradley Duncan

WBD:nh
Enclosures

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8443

CSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 28, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: Rainbow Lane L.I.D.
Off-System Road Program

TO: HAL REYNOLDSON
Rural Program Engineer

Rainbow Lane L.I.D. has requested a project for improvement of that road under the Off-System Road program and has now submitted in more detail the information needed to process its application. An environmental assessment form was submitted earlier and the attached material should complete the application and allow this to proceed.

I understand that Washington County will be serving as consultant to the district and would expect that some sort of agreement will be necessary before actual work can be authorized. Let me know what is needed next.

8/6/75
Jon Rose took plans & spec back for revisions
H

JB/b
att

Hal
H

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rainbow Lane Special Road District # 1
% Mrs. Lillian L Haner
Rt 2 Box 211J
Hillsboro, Oregon 97123

July 31, 1975

Mr. John Rose
Regional Engineer
Region #1
Oregon State Highwqy Division
Milwaukie
P. O. 02157
Portland, Oregon 97202

Re; Off System Roads Program
Rainbow Lane Project

Dear Mr. John Rose:

We the board of directors of Rainbow Lane Special Road District #1 , resolve to provide the matching funds for Rainbow Lane - Off Roads System Program.

Mr. William B Duncan is authorized to sign the application for federal funds as legal representative of the under signed .

Respectively yours,
Rainbow Lane District #1
Board of Directors,

Mrs. Lillian L Haner, President
Lillian L Haner
Mrs. L. Mohr, Secretary
Mrs. L. Mohr, Sec'y
Richard Bertellotti , Treasurer

WILLIAM BRADLEY DUNCAN
ATTORNEY AT LAW
P.O. Box 435
HILLSBORO, OREGON 97123
TELEPHONE
(503) 648-8987

August 1, 1975

DE [✓ RE] RME [✓ RCE] [✓ FAE]
TE RECEIVED RSM
UE AUG 05 1975 RSC
SO REGION I RBI
ENV LOC

Mr. John Rose
Regional Engineer
Region #1
Oregon State Highway Division
Milwaukie
P. O. Box 02157
Portland, Oregon 97202

Dear John:

Enclosed is an authorization for me to represent the District on this matter and a commitment to raise the matching funds. If I can be of further assistance, please advise.

Thank you for your help.

Very truly yours,

Bill

William Bradley Duncan

WBD/slk

Enc.

8443

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 6, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

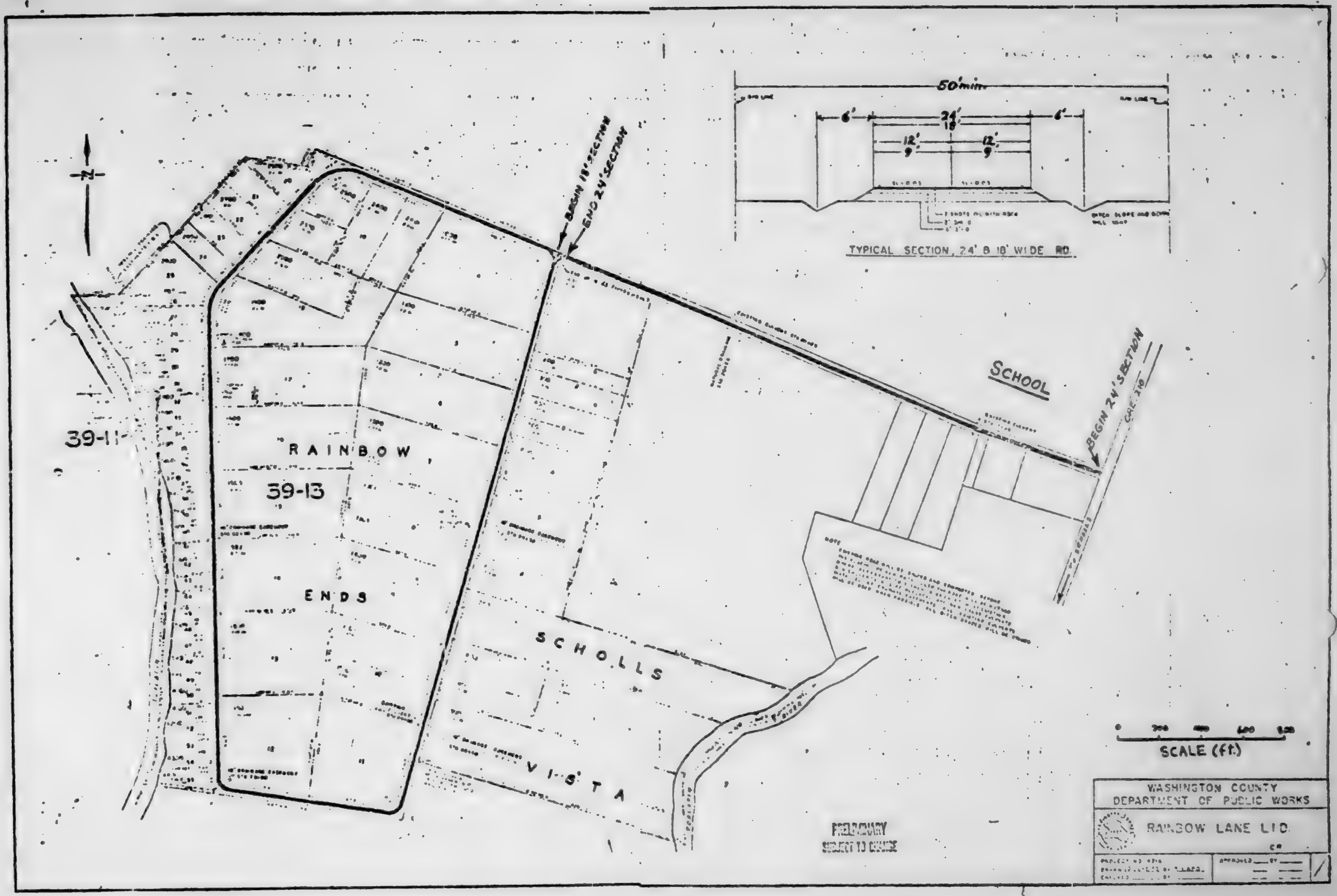
SUBJECT: OSR Request
Rainbow Lane

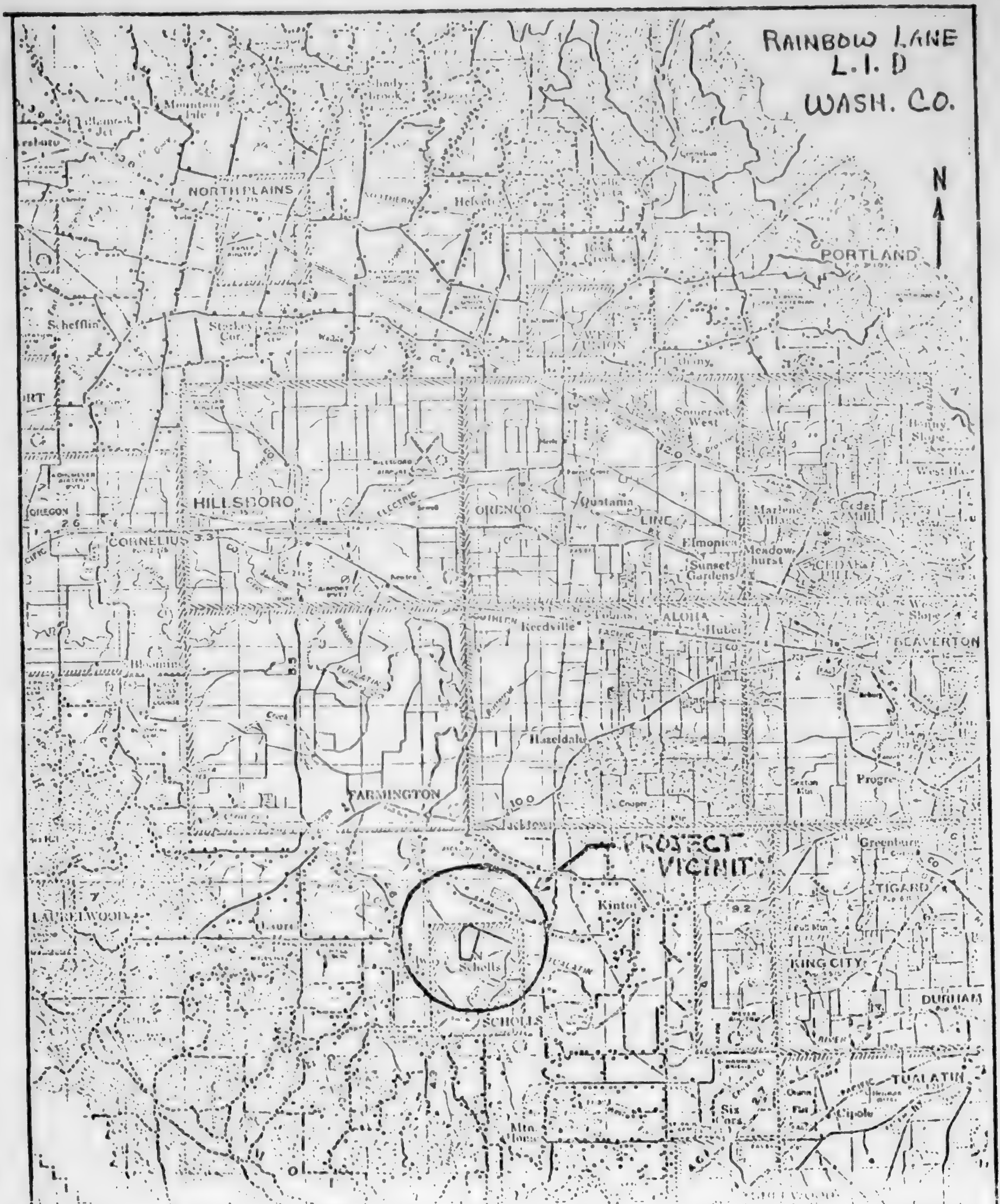
TO: Hal Reynoldson
Rural Program Engineer

Rainbow Lane Local Improvement District has made application for an improvement to be funded under the Off-System Roads program, submitting the request through attorney William B. Duncan. Attached is a statement by officials of the District authorizing Mr. Duncan to act in their behalf in this request and indicating the District's willingness to provide matching funds. ✓

JR/b
att

RECEIVED
COUNTY & CITY SECTION
AUG 8 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

50' min
6'
24'
18'
6'
12'
9'
12'
9'
TYPICAL SECTION, 24' & 18' WIDE RD.
BEGIN 18' SECTION
END 24' SECTION
SCHOOL
BEGIN 24' SECTION
RAINBOW
39-13
ENDS
39-11
SCHOLLS
VISTA
N
0
200
400
600
800
SCALE (ft.)
WASHINGTON COUNTY
DEPARTMENT OF PUBLIC WORKS
RAINBOW LANE LID
PRELIMINARY
SUBJECT TO CHANGE


RAINBOW LANE
L.I.D
WASH. CO.
N
NORTH PLAINS
Mountaindale
Helvetia
Rock Creek
PORTLAND
Scheffin
Stuckey Cor.
WEST UNION
Somerset West
HILLSBORO
ORENCO
Quatania
Marlene Village
Cedar Mill
CORNELIUS
Elmonica
Meadowhurst
Sunset Gardens
CEDAR HILLS
West Slope
ALOHA
Reedville
Huber
BEAVERTON
TUALATIN
Hazeldale
FARMINGTON
Progress
PROJECT VICINITY
Greenburg
TIGARD
Kinton
LAURELWOOD
Scholls
KING CITY
DURHAM
SCHOLLS
TUALATIN
Six Cors.
Cipole

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other________________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

   1. High water table
   2. Flood plain

7. Potential for Controversial Issues:

   None. 80% of home owners want road improved.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Existing right-of-way is adequate. The project is essentially a rebasing and surfacing.

   Consequences:

   No significant effects.

2. Estimated Changes in Traffic Patterns:

   There will be no change in existing traffic patterns.

   Consequences:

3. Estimated Changes in Land Use:

   None. The existing plat, zoning restrictions and development preclude further development. The area is not suitable for further issuance of septic tank permits.

   Consequences:

   No changes in land use attributable to the road improvement are likely.

4. Expected Adverse Effects on Natural Ecological Resources:

   The existing roadway is to be improved. No significant roadside vegetation will be disturbed.

   Consequences:

   No significiant impact.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Improved road will provide all-weather road for school bus and mail service. It is not anticipated that this will create adverse cultural or scenic impacts.

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The present road loops through a 210 acre settlement of 70 parcels in a rural setting and location. The site is bordered on the west by the Tualatin River and on the other sides by farm uses. There is a gentle slope from north to south through the site and drainage flows in this direction along the sides of the existing roadbed. A portion of the southern end of the roadbed is subject to flooding but will not wash if proper drainage facilities are present. All but a small area around the northeasterly corner of the loop is within the Tualatin River floodplain indicated in the county comprehensive framework plan. The entire development is within an oxbow in the river. In some portions, the soil is saturated year around and is inundated during the winter months. The entire tract is developed agriculturally and residentially. Roadside vegetation consists almost entirely of wild grasses.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The site is a platted subdivision of one, two, and five acre lots with farm use and housing interspersed. There is no public sewer or water service and it is not anticipated that these will be provided in the future. Most lots are developed with a single family dwelling, on private wells and septic tanks. One parcel has temporary housing for farm labor. The site is presently without school bus and mail service; however, upon improvement of this road, that service will be provided. The existing plats are not all developed, but it is very unlikely that the County Health Department will approve any additional septic tanks, due to the critical soil and ground water situation. Well water contamination is recurrent already. It is unlikely, therefore, that further residential development will take place. Air quality is high, typical of rural areas. The landscape is open and agrarian, spotted with homes, barns and outbuildings of variable quality and states of repair. Phone and electric lines pass along the road to serve the area

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 50 foot wide strip through which an existing semi-improved road runs.

Typical Section 24' and 18' wide (see attached map), 6" base rock (2"-0), 2" surface rock (3/4"-0) and 2 applications of asphalt oil to form asphalt penetration macadam wearing surface.

Structures Culverts for road drainage system.

Characteristics (ADT) 2.3 mile loop road with approximate ADT of 300. There is an existing 2" - 6" base of rock with no asphaltic surfacing.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None available because of existing terrain and lot patterns.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type

Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 24, 1975

A. PROJECT IDENTIFICATION

Name of Project Rainbow Lane Road (Section) OS-3401 (-)

Location of Project Rainbow Lane, Washington County, Oregon (Highway Name) (Highway No., US - ORE)

(City) Washington (County) I (Region)

Program Off-System Roads (Funding) $96,312.50 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve a rural road to a standard adequate to allow all-weather access for school buses, mail service and public travel, to approximately 220 persons who would otherwise be isolated.

Origin and History: Rainbow Lane is a toll free, rural public road subject to the continuing jurisdiction and maintenance by the Rainbow Lane Local Improvement District, duly organized and existing pursuant to ORS Chapter 371. The local residents have expressed the desire for an all-weather surface for this road.

C. DESCRIPTION OF PROJECT

Length 2.13 miles

Termini Intersection of Schools Ferry Road and Rainbow Lane--dead end loop.

Alignment ☐ New ☒ Existing ☐ Combined

3

NON-MAJOR

(Form (1) 9-74)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 13, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-3401(-)
Rainbow Lane Road
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 29 letter has been reviewed. We concur that the proposed project would constitute a non-major action.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
AUG 14 '75
TO
FOR

8-14-75
L.W. Rulien - Please handle.

ACTION
COUNTY-CITY
FEDERAL AID
AUG 15 1975

844.3

CSR
Wash Co

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
August 15, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Rainbow Lane Road Section
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved [illegible]75
Asst. State Hwy. Engr

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2a: W. W. Geibel

RECEIVED
STATE HWY ENGR
AUG 18 '75
REFER TO
FOR
Info Inves R.D D.A Sign Act File

RECEIVED
COUNTY & CITY SECTION
AUG 26 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

the entire 22%.

Since the application of the Rainbow Lane Road District exceeded $100,000 and assuming the project proceeds, the road district will be required to pay 22% of the maximum $100,000 allowable project cost ($22,000) plus 100% of all costs exceeding $100,000. Additionally, any funds expended prior to the approval of the project (such as engineering work performed by the county todate) can not be part of the $100,000 project cost.

In consultation with the State Highway Division,we find that the program is so new that they do not yet have all of the procedures formalized. It is our understanding however, that the next step will be an agreement between the state and the road district, which the state will prepare and forward. The state is now reviewing the engineering work performed by the County todate and may have changes before the project can be approved. Once the project and its design engineering is approved, the district will be required to deposit with the State their 22% or $22,000.

As far as engineering is concerned, there are two methods that might be used to continue the project:

1. The state take over and perform the rest of the engineering, including letting of contract, staking and inspection and accounting work, or

2. If the County receives certification for construction engineering, the State and Federal Government might permit the County to continue with the letting of the contract, staking and inspection work. In this latter case, the State would still assign a resident engineer to oversee the project and approve all matters pertaining thereto. The project would be charged for this state expense.

As stated above, the current total project estimated cost is $130,453.47, deducting from this cost the anticipated federal contribution of $78,000 would leave an estimated amount to be assessed against the benefitted property of $52,453.47. Dividing this figure into the 70 parcels proposed to be assessed gives an estimated assessment per parcel of $749.34. This compares with the original estimate given at the time of public hearing of $1,375.89 per parcel.

The above estimated price includes an item of $27,114.80 to contract a two shot oil application on top of the road as petitioned. It is estimated that the County could make this application for approximately $11,500 thus saving the district additional costs. In order for this to be accomplished however, it would need the approval of the federal government and the state to substitute county work for contract work in that particular phase of the project.

RECOMMENDATION: Since a contract will not be let until the local share is deposited and since it is imperative that the road district maintain their priority, it is recommended that your Board proceed with the new local improvement district in an expedient manner. Therefore, it is reommended that your Board execute a resolution and order which declares the district established, adopts the feasibility report, and sets September 16, 1975 as a public hearing date for considering construction of the propsoed project.

Respectfully submitted,

Ken Meng

KM:js
Attachments
cc: William Bradley Duncan, Attorney at Law
Mrs. William Haner, Chairman Rainbow Lane Improvement District

WASH-NGTON COUI-TY

Inter-Department Correspondence

Date August 7, 1975
For Meeting of: August 12, 1975

o : Honorable Board of County Commissioners

rom : Director of Public Works

ubject : S.W. Rainbow Lane L.I.D.

On November 5, 1974, a petition for a local improvement district under County Ordinance No. 145 containing 24.6% of the individuals owning property in the area and calling for an improvement below county standards was received by the Board of County Commissioners. More specifically, the petition called for ditching, drainage, base and surface rock and a two shot oil application. Improvement to be 24' wide from Scholls Ferry Road to the beginning of the loop and 18' wide around the loop. No annual maintenance provisions were requested in the petition. The petition circulators understood that the County, even after this improvement, would not establish the road as a county road.

In accordance with Ordinance No. 145, a feasibility report was developed and filed with your Board indicating that the project was feasible and recommending an equal parcel assessment for each residence, or probable future residence site with businesses receiving a proportionately higher share. Vacant parcels which lay in the flood plain or which could not obtain a building permit due to health department regulations are not proposed to be assessed. Existing businesses include one nursery, one sheet metal shop and a migrant labor camp.

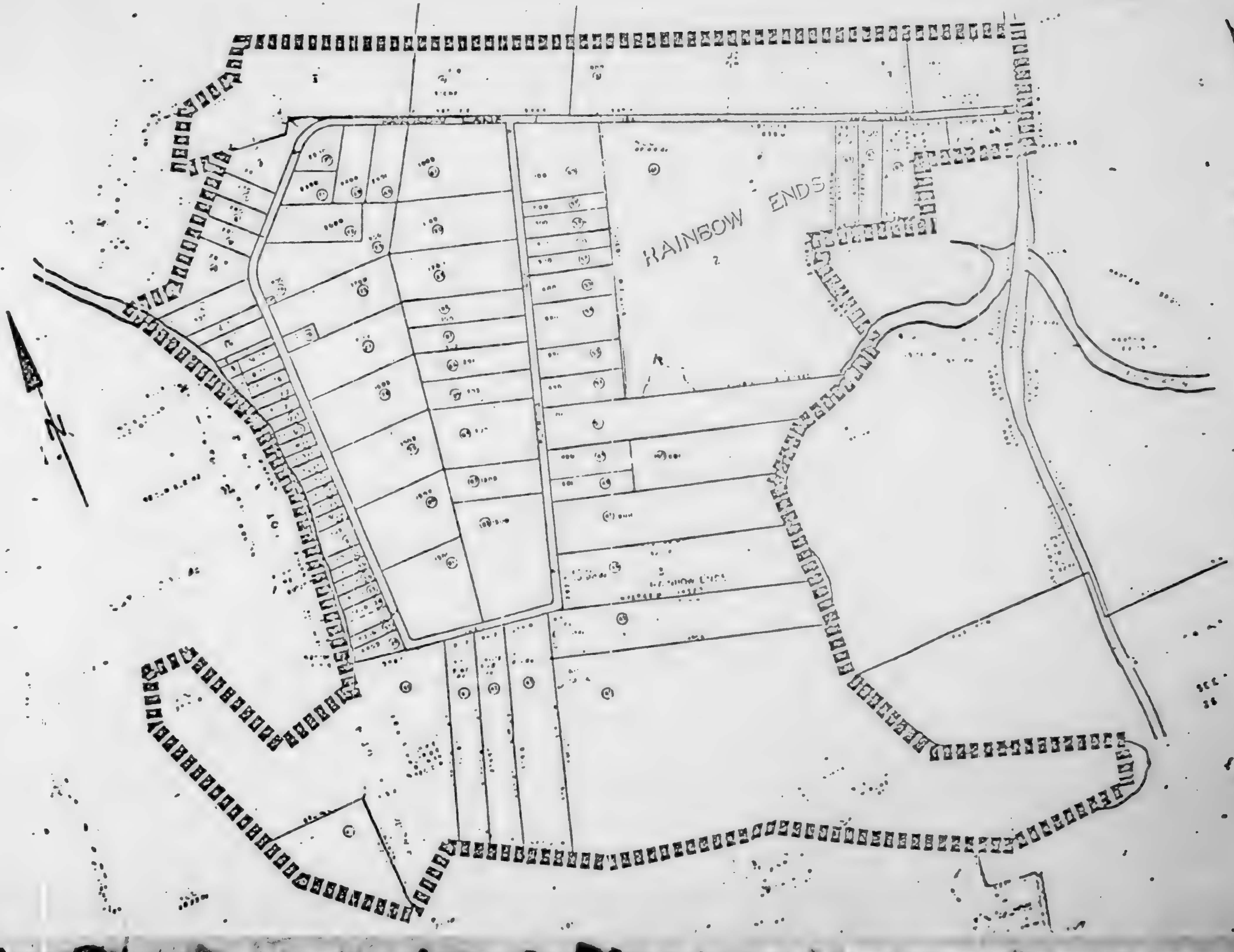
Estimated probable cost including contract cost, County engineering, County Administration and County legal costs, if any, of the improvement at the time of the hearing of January 28, 1975, was based on the estimated cost included in the feasibility report of $96,312.50, this was without detailed engineering.

Upon completion of the design the engineer's estimate is $130,453.47. 15% of this figure, or $17,015.67 is reserved for engineering of which $8,745.25 has been used through August 1, 1975.

At this point the possibility of receiving federal funds under Federal Highway Administration Off-System projects was explored and applied for, and has been approved by said agency. In consultation with the County Counsel, and assuming the federal program can be implemented, the scope of the local improvement district as originally commenced is so drastically changed that it would be advisable to commence under new proceedings.

The Federal Off System Program stipulates several agencies that are eligible, among these are a county and a road district. The program further stipulates that no more than one project per agency at any one time is permissable, that the maximum total project cost for any project is $100,000 and that application will be approved on a first come, first serve basis until all agencies have had an opportunity to apply for at least one project. The state was not allocated sufficient funds to honor all possible applications, therefore it is imperative that the Rainbow Lane Road District maintain their early filing status. As with federal aid secondary and federal aid urban programs, the federal contribution is 78% and the local 22% of the total project cost. In the FAS and FAU programs however, the State of Oregon provides half of the local share (11%) while in the off-road system the state does not participate financially, and therefore, the local agency must supply

RAINBOW LANE L.I.D.
OFF-SYSTEM ROAD PROJECT


RAINBOW ENDS
N

After determination of the cost of the improvement and the assessment of each property owner, payment of such assessment may, at the owners discretion, be made in a lump sum payment or installment payments over a period of up to twenty years at 7 percent simple interest on the unpaid balance.

YOU ARE HEREBY NOTIFIED that the 16th day of SEPTEMBER ,1975 , at 7:30 o'clock p.m., is the date and time set by the Board of County Commissioners to publicly hear and consider objections, if any there be, to the proposed improvement. The hearing will be held in the Board of County Commissioners Hearing Room, Room 402, Washington County Administration Building, 150 N. First Avenue, Hillsboro, Oregon, 97123.

YOU ARE HEREBY FURTHER NOTIFIED that if you desire to object to the proposed improvement, you must state in writing that you object and your written objection must be received by the Board of County Commissioners through the Department of Public Works, Second Floor, Administration Building, 150 N. First Avenue, Hillsboro, Oregon 97123, prior to 4:30 p.m. on the 16th day of SEPTEMBER ,1975 . No particular form is required for you to state your objection. If written objections are so received from more than 50 percent of the ________ property owners and such property owners own more than 50 percent of the total property subject to the assessment, the proposed improvement will be suspended and may not be reconsidered for six months or the improvement may be abandoned.

If you should have any questions or want further information on the above matters or on any other matter concerning the proposed improvement before the above hearing or during the period of the proposed improvement, please contact the Road Engineering Division, Department of Public Works at 150 N. First Avenue, Second Floor, Administration Building, Hillsboro, Oregon, 97123 or telephone 648-8876.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

7442

IN THE BOARD OF COUNTY COMMISSIONE
FOR WASHINGTON COUNTY, OREGON

September 5, 1975
Date of Mailing

In the Matter of a County Ordinance)
No. 145 Local Improvement District)
for the Improvement of RAINBOW)
LANE OFF-SYSTEM ROAD PROJECT L.I.D.)

NOTICE OF HEARING

TO:

PROPERTY DESCRIPTION:

Pursuant to the authority of Washington County Ordinance No, 145, the Board of County Commissioners, on the 12th day of August, 1975, created the requested Local Improvement District for the purpose of: Improvement of Rainbow Lane, to an oiled gravel road 24' wide to the first intersection and 18' wide around the loop, including drainage and necessary appurtenances.

A map showing the 90 parcels of property to be included in the local improvement district is attached hereto as Exhibit "A" and by this reference incorporated herein. A copy of Ordinance No. 145 is available for inspection at the Board of Commissioners Office, Room 418, Washington County Administration Building, 150 N. First Avenue, Hillsboro, Oregon 97123.

The Board of County Commissioners directed that the improvement of the said project be begun by award of contract to the private contractor submitting the lowest bid acceptable under the state laws governing public contracts. Based on current prices and trends of expected costs and without benefit of detailed engineering, the Washington County Department of Public Works estimates that the total project cost including construction of improvements as well as engineering and contingencies is $130,453.47, deducting from this cost the anticipated federal contribution of $78,000 would leave an estimated amount to be assessed against the benefitted property of $52,453.47. Based on the estimated total project cost the estimated cost to your property would be $____________, plus the cost of any additional driveway work, as described below, which you might request.

Unless the county is notified to the contrary in writing prior to the award of the contract, existing driveways will be constructed with the same constrution standards as the existing driveway. The cost of such reconstruction will be charged to the project and is included in the above estimates. Additional driveways, widening of existing driveways or improving the standard of construction of the existing driveway may be accomplished simultaneously with the improvement and included with your assessment, if a written request is filed with the county prior to the time the contractor starts your driveway. The above estimated total project cost as well as the estimated cost to your property includes replacing the existing driveways however, it does not include any work on your property in the form of extra or widened driveways or improvement in construction to your driveway which you might desire, and request in writing. The methods of assessment proposed by the foregoing assessment is by equal parcel for each residence or probable future site with businesses receiving a proportionately higher share.

4.143

Salem, Oregon
October 16, 1975

Robert H. Prange
Rural Engineer

Engineering Agreement
Off-System Project
Rainbow Lane
Washington County

To

Mr. Jon Rose
Region 1 Federal Aid Engineer
Milwaukie

Attached are two copies of a draft agreement covering engineering services to be performed by Washington County for the Rainbow Lane Off-System project. This is something I put together and if acceptable may be used as a basis for an agreement between the two parties.

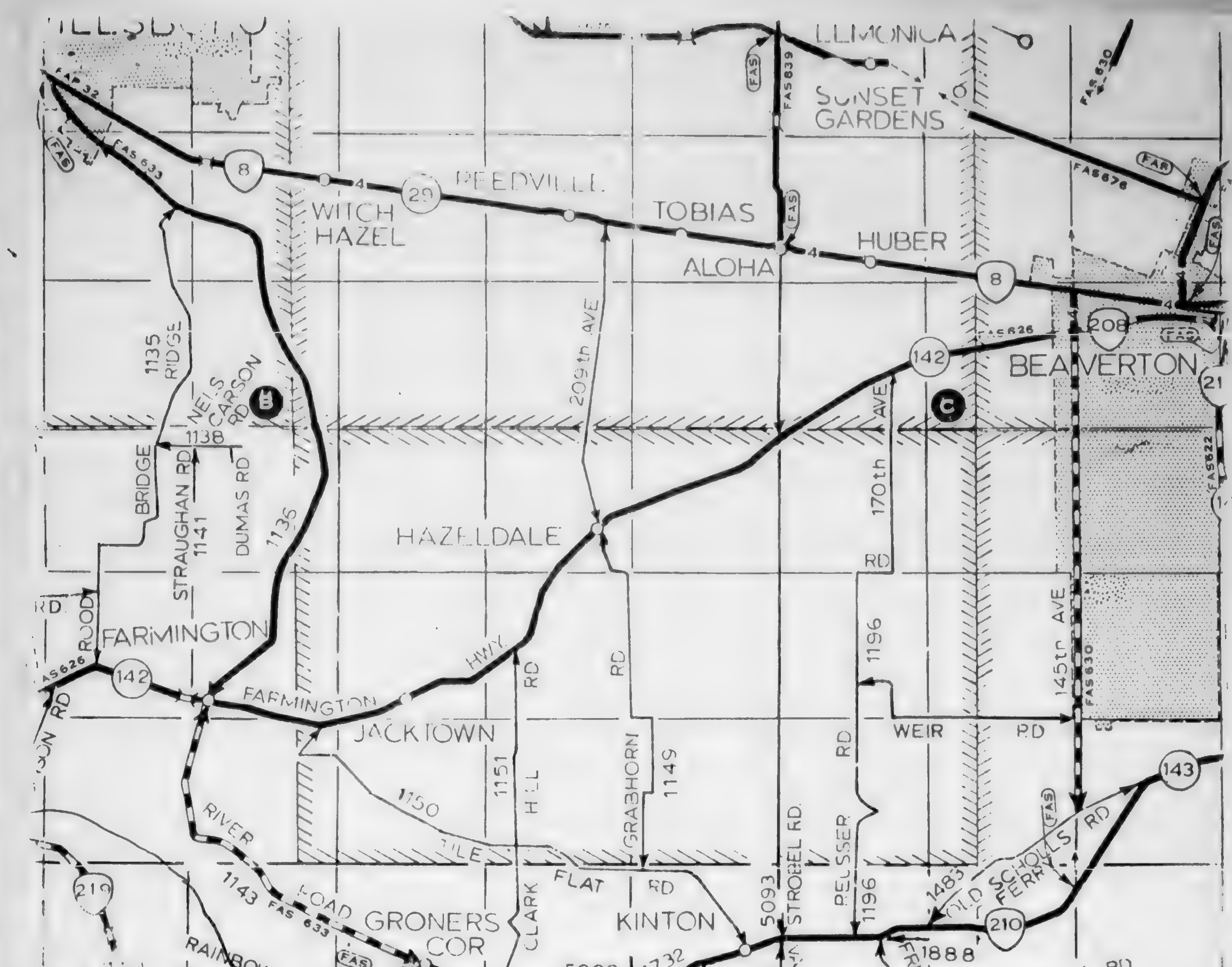
In addition to the main body of the agreement, the county should attach a fee schedule and estimate of engineering charges similar to the attached sample except that the county would not show the profit or the high overhead that a consultant engineer would.

We will then need three signed copies of the project finance agreement between the state and Rainbow Lane, three signed copies of the engineering agreement between Washington County and Rainbow Lane, Rainbow Lane's advance deposit of 22 percent of both the county's and state's preliminary engineering and design and soils testing charges, and a state authority for survey showing the state's preliminary desing charges.

RHP:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐


ELMONICA
SUNSET GARDENS
FAS 839
FAS 830
FAS 676
FAP 32
FAS
FAS 633
8
4
29
REEDVILLE
WITCH HAZEL
TOBIAS
HUBER
ALOHA
208
FAS 626
142
BEAVERTON
21
FAS 622
B
C
1135 RIDGE
NELS CARSON RD
1138
BRIDGE
STRAUGHAN RD 1141
DUMAS RD
1136
209th AVE
170th AVE
HAZELDALE
RD
1196
145th AVE
FAS 630
FARMINGTON
ROOD
RD
FAS 626
142
FARMINGTON HWY
JACKTOWN
WEIR RD
143
1150
1151 HILL RD
GRABHORN RD 1149
CLARK
TILE FLAT RD
KINTON
RIVER ROAD 1143 FAS 633
GRONERS COR
5093 STROBEL RD.
PELSSER RD 1196
1483 OLD SCHOLLS FERRY RD
FAS
210
219
985 EAST
RAINBOW LN
5094
FAS
143
5089
1732
1888
FRIENDLY RD.
ROSHAK RD. 1884
SCHOLLS FAS627 HIGHWAY
VALLEY RD
1733
VANDERMOST RD.
1883 BEEF BEND ROAD
RD. RD.
MIDWAY
ATEN RD
5145
BULL MTN. RD
183
N SCHOLLS
FAS 650
1735 1734
PLEASANT
5140 POMEROY LN
5139
HILL 1728 RAYNARD RD
MIDWAY RD 1727
SCHOLLS
FAS
210
5090
SWANK RD 1736
FAS 841
Tualatin River
STARR RD.
5091
1864
1726
VANDERSCHUER RD
1725
G8
SCHOLLS-M'N. HOME RD.
HOLZNAGEL RD.
1722
ROAD
SCHOMBERG BRIDGE RD
RD
WOLSBORN RD
MOUNTAIN HOME 1750
1739 ROAD
HWY. 5092
1741
SCHOLLS-SHERWOOD 1737
1738
ELWERT
LE BEAU RD
HWY
1740 CAPPOEN RD.
1749
CONZELMAN PL.
1751
5146
99W
PACIFIC HWY. W
FAP 9
VERTON
FAS 650
MOUNTAIN HOME
1742
BEAU RD
EDY ROAD
1738
RD
SIX CORNERS
1887
FAS
FAS 841
CIT

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U. S. Army:

Approved by D.O.T.: 7/30/75

ADT: 300 present DHV: 35

HR:dp

Attachments

8443

OS R
Wash Co

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem

January 16, 1976

FROM: Harold Reynolds for Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request
Project #OS-3401(1)

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Rainbow Lane Road District, Washington County Section: Railbow Lane Loop

Termini: Approximately 7 miles southwesterly of the City of Beaverton

Proposed Work: All phases of preliminary engineering, grade, drain, base and oil surface

Project Length: 2.13 miles

Costs		Total	Federal	Road District
P.E.	County	$ 7,000	$ 5,460	$ 1,540
	State	2,000	1,560	440
Construction		91,000	70,980	20,020
		$100,000		

Existing Facilities: A gravel surfaced roadway with a top width of 18- to 24 feet

Adjacent Sections:
East End- FAS 627

Project Data: All phases of P.E., grade, drain, base and oil a ~~30~~ 28-foot roadway having two 10-foot bituminous travel lanes and a 4-foot gravel shoulder, no foot paths

Engineering to be done by Washington County

Right-of-Way: 50 feet Access Control: None

Railroad Crossing: None

Minimum Design Standards: No deviation from standards

System Action: Not on system

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: Not required

Environmental Assessment: 8/18/75

Park and Recreation Area Affected: No

Relocation Assistance: No one moved

RAINBOW LANE LOOP SECTION

PROJECT NO. OS-3401(1)

Existing Facility: Variable 18 to 24-foot gravel surface roadway.

Adjacent Sections: Deadend road which connects with the Hillsboro-Silverton Highway State Route 210 (FAS 650).

Project Data: Work under this project consists of the following:

(1) Preliminary Engineering all phases.

(2) Grade, drain, base rock and oil surface on existing alignment to provide for two 10-foot travel lanes with 4-foot gravel shoulders.

Note: Preliminary and construction engineering will be performed by Washington County forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

Exceptions to Minimum Design Standards: None.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 13, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 23, 1976

ECT LOCATION (45 typewriter spaces): . Rd., approx. 1 mi. N. of Scholls

ADT — PRESENT: DHV 35 300 — FUTURE: 500 — YEAR: 96

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 627

ITEM NO.: 18

RK (35 typewriter: il surface

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): OS- — NUMBER: 3401 — SEQ. NO.: (1)

T. Projects Only — POST MI.: — DESIG.:

(Section 219) Off-System Roads

COUNTY NAME: Washington — CODE: 067

ROUTE NO. — FEDERAL-AID: Non — STATE: Pub. Rd. — U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Public Road, approx. 1 mile north of Scholls	2.13	9,000	7,020	----	1,980(Rd. Dist.)	P.E. all phases; Gr., Dr., Base, oil surf. 2-10' lanes 4' gravel shldrs.
W								
NST		"Rainbow Lane Loop Section"	2.13	91,000	70,980	----	20,020(Rd. Dist.)	ROW - 50' normal; Access control-none; Parking restrictions-none.
CL		PROJECT TOTALS	2.13	100,000	78,000	----	22,000(Rd. Dist.)	

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

AL DATES

REMARKS

ON DIVISION

-Over-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. January 23, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Pub. Rd., approx. 1 mi. N. of Scholls 21 65	ADT	PRESENT DHV 35 300	FUTURE 500 (66) (70)	YEAR 96 (71) (72)	REGION 10
							STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., Oil surface 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 3401 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME Washington	CODE 067 (12)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. FEDERAL-AID Non	STATE (32) Pub. Rd. (36)	U.S. (37) ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Public Road, approx. 1 mile north of Scholls	2.13	9,000	7,020	----	1,980(Rd. Dist.
5					ROW							
5					CONST (CODE) 5231		"Rainbow Lane Loop Section"	2.13	91,000	70,980	----	20,020(Rd. Dist.

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	2.13	100,000 (10) (23)	78,000 (24) (33)	----	22,000(Rd. Dist.
1	14	PROGRAM APPROVAL DATES FEB 3 1976					REMARKS	

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13

PRO 6-2

January 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Green
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-3401(1)

We are submitting program data for one project, Item No. 18, Project No. OS-3401(1), "Rainbow Lane Loop Section", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $9,000 with an obligation of $7,020 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $91,000 with an obligation of $70,980 in federal funds.

GL:md

Encl.

cc: C. O. Fredrickson (Region 2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2/3/76
BY (Signature): L.W. Rulien's letter of 1/23/76
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
18	OS-3401(1)	2.13	100,000	78,000

2-3-76

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Rainbow Lane Loop Section Washington County State of Oregon	Preliminary Engineering Grade, drain, and oil surface

RECEIVE
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 2/3/76
SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Ex43

GPO 915-690

43

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-3401(1)

STATE PROJECT NO. Rainbow Lane Loop Section

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. OS-18

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
Salem, Oregon
State of Oregon

RECEIVED
STATE HWY ENGR
FEB 9 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2/3/76	2/3/76	Non-Federal-aid Public Road

GENERAL LOCATION:

Public Road approximately 1 mile north of Scholls

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain, and oil surface

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $9,000. Federal-aid funds $7,020
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/3/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/23/76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $91,000 Federal funds $70,980 in accordance with the procedures of your approved Secondary Road Plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/3/76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 12, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: CONSULTANT AGREEMENT AND CONSTRUCTION - FINANCE AGREEMENT
Rainbow Lane
OSR Project
Washington County

Here are copies of the construction - finance and consultant agreements for the Rainbow Lane project along with the transmittal letter from Washington County. The construction - finance agreement appears to be straight-forward, but I have some reservations about the consultant agreement. It started out with a draft prepared by the Highway Division, but had been modified extensively by the Attorney for Rainbow Lane and as submitted appears to contain a number of items which appear unacceptable from both the legal and a procedural standpoint.

After a rather lengthy struggle to get this agreement, the County's cover letter indicates that it is the applicants desire to have this project begin immediately. However unlikely that may be, we should probably make every effort to review this promptly and get an answer back to Washington County as soon as possible, and with that in mind I handed a copy of this package to Harold Reynoldson yesterday. Please let me know if anything further is needed at this time.

JR/lms
Attachment

Maurice
Ple review,
check all pages
and advise me
H

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
FEB 13 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

15

February 26, 1976

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 3580

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Rainbow Lane Special Road District No. 1 by and through its representative, Washington County Board of Commissioners, concerning construction of the Rainbow Lane-Rainbow Ends Section.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

ESTIMATED

Construction Engineering

Construction Staking	3 man crew	100 hr.	$ 2,520.00
Construction Inspection	1 man	80 hr.	$ 672.00
Material and Compaction Tests	1 man	80 hr.	$ 800.00
Supervision, Reports, Estimates, etc.	1 man	80 hr.	$ 800.00
Estimated Total			$ 4,792.00

Explanatory Note:

Compensation for construction engineering is based on reimbursement of actual costs incurred. The amount actually paid the consultant may be adjusted upward or downward depending on the results of an audit which will be performed prior to payment of the final billings.

Note: Overhead included.

ESTIMATED

Preliminary and Design Engineering

Preliminary Survey	3 man crew	195 hr.	$ 4,922.00
Computing and Plotting	1 man	100 hr.	$ 852.00
Preliminary Design	1 man	10 hr.	$ 48.00
Drafting	1 man	200 hr.	$ 2,000.00
Final Design	1 man	160 hr.	$ 1,600.00
Quantity Summary	1 man	24 hr.	$ 240.00
Specifications	1 man	16 hr.	$ 160.00
Project Supervision (including LID Service)	1 man	200 hr.	$ 2,000.00
Engineering Supervision and Evaluation		40 hr.	$ 400.00
Estimated Total			$12,222.00

Note: Overhead included

EXHIBIT "6"

METHOD OF ARRIVING AT CHARGEABLE RATES
EFFECTIVE AS OF JULY 1, 1975

POSITION	Hourly Salary *	FICA (Social Security)	SAIF (Workmen's Compensation)	PERS (Retirement)	Health, Life & Dental Insurance	Vacation & Sick Leave	Unemployment Insurance	Overhead**	Total Chargeable Hourly Rate
Deputy Director of Public Works	11.83	.69	.22	.78	.61	.93	.09	2.60	17.75
Chief, Engineering Services	10.22	.60	.19	.68	.53	.80	.08	2.25	15.35
Engineering Technician IV	8.41	.49	.16	.56	.44	.66	.07	1.85	12.64
Engineering Technician III	7.26	.42	.14	.48	.38	.57	.06	1.60	10.91
Engineerint Technician II	6.59	.39	.12	.44	.34	.52	.05	1.45	9.90
Engineering Technician I	5.69	.33	.11	.38	.29	.45	.05	1.25	8.55
Engineering Aide	4.92	.29	.09	.33	.25	.39	.04	1.08	7.39
Clerk Stenographer II	4.68	.27	.09	.31	.24	.37	.04	1.03	7.03
Clerk Typist II	4.25	.25	.08	.28	.22	.33	.03	.93	6.37

* Hourly rate based on yearly salary divided by 2080 working hours per year.

** Based on 22% of hourly salary from 1974-75 cost accounting figures.

EXHIBIT "A"

WORK PROGRAM

1. Prepare plans and specifications for final submission to the State Highway Division and Federal Highway Administration.

2. Enter into agreement with State for engineering and coordinating subject project.

3. Perform construction engineering and supervise construction of project.

4. Make payment estimate during project construction.

5. Prepare and file with State and District final estimate of project costs.

RAINBOW LANE SPECIAL ROAD DISTRICT NO. 1
by and through its Board of Directors

By Lillian L Haner
President

By Lillian Mohr
Secretary

WASHINGTON COUNTY, by and through its
Board of County Commissioners

By Virginia Dagg
Chairman

By Jo Ann Johansen
Recording Secretary X~~Commissioner~~XX

By ______________________________
Commissioner

CONCURRENCE

OSHD ______________________________

Date ______________________________

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-41
DATE 1-27-76
BY Jo Ann Johansen
CLERK OF THE BOARD

f. Incorporation of Provisions. County will include the provisions of paragraph 18a through 18f in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. County will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event County becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, County may request State to enter into such litigation to protect the interests of State, and, in addition, County may request the United States to enter into such litigation to protect the interests of the United States.

19. Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. County hereby consents to the jurisdiction of the courts of the State of Oregon and to the Commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with County's work under this agreement.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. Washington County officials have acted in this matter pursuant to Minute Order ~~Ordinance or Resolution~~ No. 76-41 adopted by its Board of County Commissioners on the 27 day of January, 1976.

including procurement of materials and leases of equipment. County shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by County for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by County of County's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. County will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of County's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to County under the agreement, until County complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of County and any successor or assign of the District.

16. Prohibition Against Hiring Certain Personnel. The County shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, County, for itself, its assignees and successors in interest, agrees as follows:

a. Compliance with Regulations. County shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. County, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Futhermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and County shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, County shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of District and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by District. No consent of District shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of County under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the District decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the District, this agreement shall be amended in writing/or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with federal aid highway funds in the costs

d. If the County fails to prosecute the work with due diligence or fails to complete the work within the time limits specified herein or as subsequently extended.

In the event the District terminates this agreement, the District shall be obligated to pay the County an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed as termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be set forth in the following paragraph 10, "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to an arbitration panel composed of three (3) engineers. One engineer shall be chosen by Washington County, the second engineer shall be chosen by the Road District and both engineers shall chose a third. Their decision in the matter shall be based upon substantial, reliable and probative evidence, the findings of which shall be reduced to writing and the conclusions drawn therefrom shall be contained in said writing. This arbitration shall be final and binding; with the costs thereof, including consultant and attorneys fees, to be awarded to the prevailing party and paid by the party at fault.

11. Responsibility for Claims and Liability. County shall save and hold harmless the District, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of County, its agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C. Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and

4. Covenant Against Contingent Fees. County warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for County, to solicit or secure this agreement, and that County has not paid or agreed to pay any company or person, other than a bona fide employee working solely for County, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, District shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Development, Methods and Forms. The County shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the work and services described in this agreement.

8. Ownership of Documents. All data to be furnished by County under this agreement shall be delivered to and become sole property of District.

9. Termination. The District reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

a. At the termination of any phase of the agreement.

b. If the project is abandoned or indefinitely postponed.

c. If the County's Services are, in the judgment of the District, unsatisfactory.

up to the point of submitting preliminary plans to the Oregon State Highway Division within 45 calendar days thereafter. If, in the opinion of the District, an extension of time is warranted due to major changes required by the District, or due to weather conditions, or other factors beyond the control of the County, the District shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment

a. Preliminary, Design and Construction Engineering Fee. In consideration of the terms and obligations of this agreement, the District agrees to pay to the County, as full compensation for the Engineering services herein described, based on the County's actual cost, an amount not to exceed $17,016 Dollars, ~~or 15% of the total project cost~~ except as stipulated in paragraph 14 under GENERAL PROVISIONS.

b. Prior to payment of fees for engineering services by District, the Road District shall have the right to review all records of performance and the product of said performance and to dispute payment for said performance and product pursuant to the arbitration procedures set forth in paragraph 10 of GENERAL PROVISIONS.

3. Retention of Records and Documents. The County agrees to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

2. County shall present bills directly to District for the cost of work performed in accordance with the provisions of Exhibit "B".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. District shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of County's work, and to receive, audit, approve; and forward to the State Highway Division all billings from County.

2. District shall pay 100 percent of the difference between the actual total cost of the work and the amount contributed toward the cost of the work by the Federal Government.

3. County shall execute this agreement during a duly authorized session of its Board of County Commissioners.

4. The County and District expect that the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review County's work and approve billings submitted by District, that all approved billings from the County shall be paid by the State and, upon completion of the work, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, District shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to County allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the County shall start performance under this contract not later than 30 calendary days after notification in writing by the District to proceed, and will have completed the services heretofore described

ENGINEERING AGREEMENT

THIS AGREEMENT, made and entered into by and between WASHINGTON COUNTY, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and RAINBOW LANE SPECIAL ROAD DISTRICT No. 1, acting by and through its Board of Directors, hereinafter referred to as "District";

WITNESSETH

RECITALS

1. District plans and proposes to construct the Rainbow Lane Loop Section as a Federal Aid Off-System Project.

2. District has determined that it does not have the necessary personnel or equipment to perform engineering work, and it is desirable and advisable to engage the engineering services and assistance of County.

3. It has been determined that County is adequately staffed and suitably equipped to perform the engineering services required for the completion of District's proposed project in a satisfactory, economical and expeditious manner.

4. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of County's proposed work program, including the cost basis schedule for payment of fees.

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY COUNTY

1. County shall perform all the necessary engineering work and services outlined in the attached Exhibit "A", and shall confer with District whenever it is deemed necessary during the progress of the work.

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

March 9, 1976

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Jon:

As we had discussed, I am enclosing the copy of the agreement between Washington County and Rainbow Lane Special Road District on which a representative from the road district and Washington County each initialed the deletion of the one line or part of the line on page three of the agreement. In addition to that are three copies of the itemized engineering cost estimates to be made a part of the agreement.

If I remember correctly, you felt that was the only changes that were necessary so I will be waiting to hear back from you that final approval has been received. Thank you very much for your efforts in this matter.

Yours very truly,

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:ja
Attachment

RECEIVED
COUNTY & CITY SECTION
MAR 12 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

7442

OSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4

Region 1 - Milwaukie
March 10, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: ENGINEERING AGREEMENT
Rainbow Lane Road District
Washington County

TO: BOB PRANGE
Rural Engineer

You requested a modification and some additions to the agreement between Rainbow Lane Road District and the Washington County Engineer's Office. In response to that, John Crockett of Washington County has deleted the reference to engineering cost as a percentage of total cost and has secured initials of the affected parties. Mr. Crockett also itemized the engineering cost estimate and has sent that information to be included as part of the agreement.

If the agreement is now satisfactory would you let me know by telephone so that I can keep the County advised.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
MAR 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

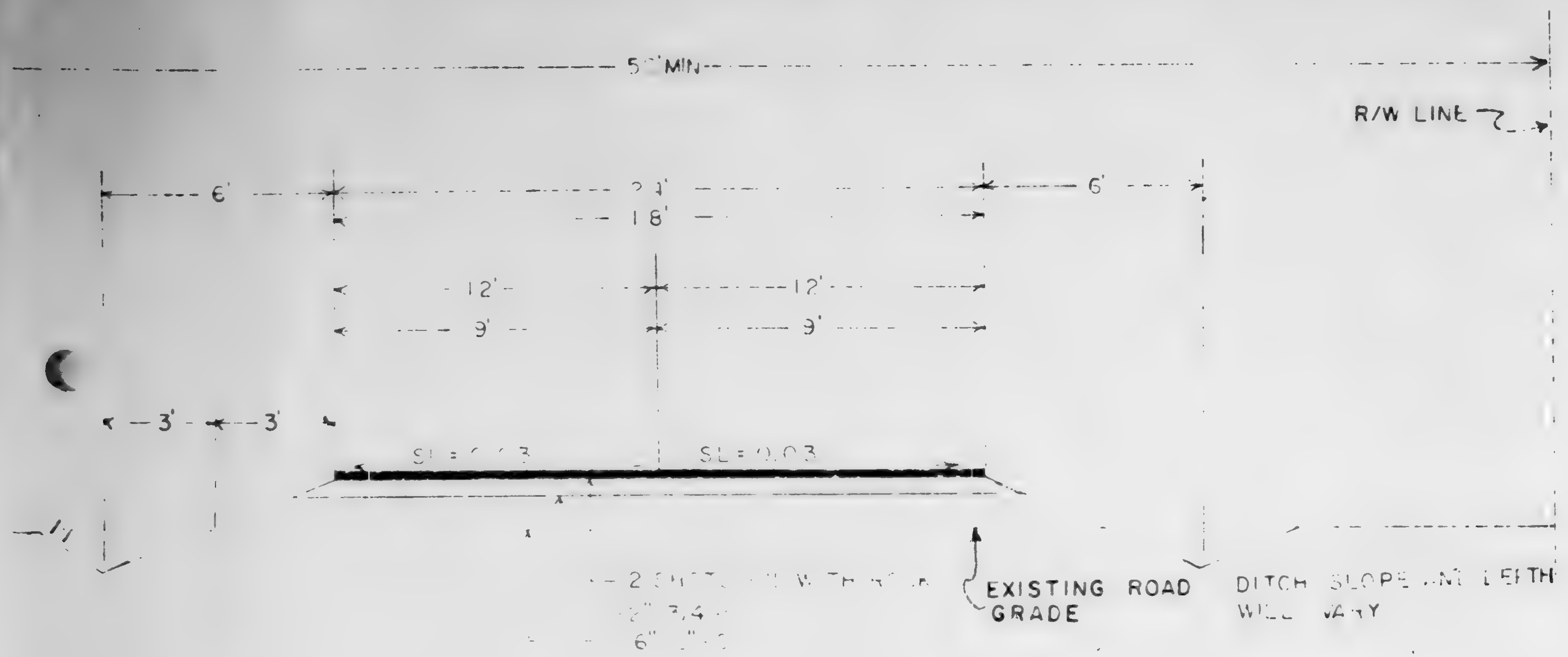
PROJECT MANAGEMENT

MAR 11 '76

REFER TO:

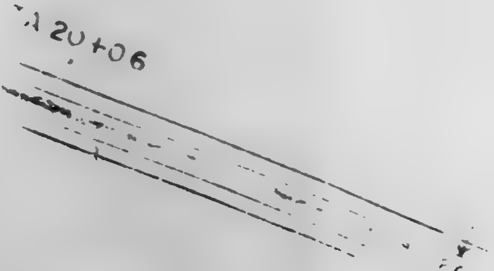
FOR

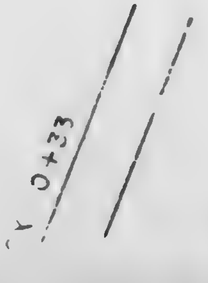
Info	Investigate	R/D	Action	File	Letter	See me

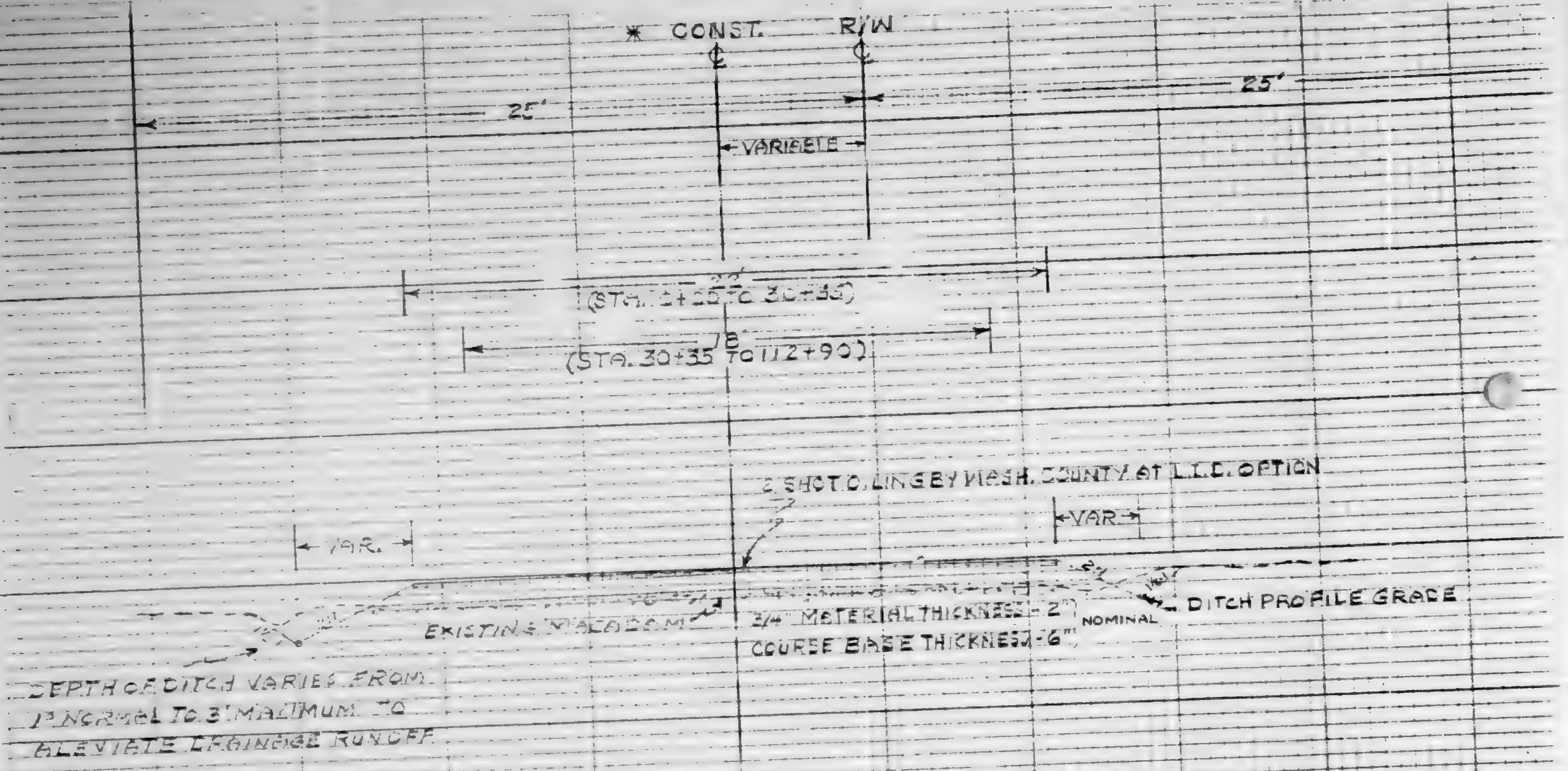

5 MIN
R/W LINE
6'
24'
18'
6'
12'
12'
9'
9'
3'
3'
SL = 0.03
SL = 0.03
2"
6"
EXISTING ROAD GRADE
DITCH SLOPE AND DEPTH WILL VARY

TYPICAL SECTION, ~~24'~~ 22 & 18' WIDE RD.

(See revised Typ Sect)







* CONST. ℄
R/W ℄
25'
25'
VARIABLE
22'
(STA. 2+25 TO 30+35)
18'
(STA. 30+35 TO 112+90)
2 SHOT OILING BY WASH. COUNTY AT L.I.D. OPTION
VAR.
VAR.
EXISTING MACADAM
3/4" MATERIAL THICKNESS - 2"
COURSE BASE THICKNESS - 6"
NOMINAL
DITCH PROFILE GRADE
DEPTH OF DITCH VARIES FROM
1' NORMAL TO 3' MAXIMUM TO
ALEVIATE DRAINAGE RUNOFF

TYPICAL SECTION FOR
RECONSTRUCTION OF EXISTING ROAD

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

RAINBOW LANE SECTION
OFF SYSTEM ROAD
WASHINGTON COUNTY

W.J. SCOFIELD, RE. June 1, 1976

No.	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1.	Mobilization	Lump Sum			$ 2,000
2.	Clearing and Grubbing	Lump Sum			$ 1,000
3.	Flagmen	Hour	160	$ 15.00	$ 2,400
4.	Preparation of Roadbed - Blade Grader	Hour	140	$ 50.00	$ 7,000
5.	Preparation of Roadbed - Loader	Hour	140	$ 45.00	$ 6,300
6.	Preparation of Roadbed - 12 c.y. DumpTruck	Hour	140	$ 30.00	$ 4,200
7.	Temporary Signing	Sq.Ft.	16	$ 6.50	$ 104
8.	Ditch Excavation	Cu.Yd.	158	$ 5.00	$ 790
9.	Watering	M-Gal.	50	$ 10.00	$ 500
10.	10" Culvert Pipe	Lin.Ft.	1,730	$ 8.50	$ 14,705
11.	18" Culvert Pipe	Lin.Ft.	150	$ 11.00	$ 1,650
12.	Trench Excavation	Cu.Yd.	68	$ 10.00	$ 680
13.	Coarse Base	Ton	7,650	$ 4.00	$ 30,600
14.	3/4"-0 Top Course Base	Ton	2,910	$ 4.10	$ 11,931
		Subtotal Contract Bid Items			$ 83,860
		+ 15% Engineering & Contingencies			$ 12,580
				Subtotal	$ 96,440
	Additional Anticipated Items:				
	2 - Shot Oil Mat by Washington County				$ 12,000
	Permanent Signing by Washington County				$ 500
	Preliminary Engineering by Washington County				$ 11,500
				Total Estimate	$ 120,440

DRAINAGE There will be 5 additional 10" cross culverts to be installed to divert road side [illegible]. Ditches constructed on [illegible] easements will carry drainage into natural courses. The L.I.D. has obtained 4 of the 5 easements and will soon have the 5th.

The county standards permit the minimum 10" diameter culverts that are planned. I have also reduced the length of driveway culverts considerably over the county plan sheet "calls".

The drainage plan will not bear up under any design study but it is about the most that the project can finance and infinitly better than the present road drainage. Some of the area is subject to "high" water from the Tualatin River.

BASE COURSE Normal 6" course base and 2" of 3/4"-0 leveling course is planned. The contract quantity would be pro-rated per station throughout the job. The county will do a 2 shot oil mat if the L.I.D. feels thay can still finance the work after the contract costs are known.

I also suggest a specification permitting use of material from the 4 commercial plants (within 6 to 8 miles of the project) on a liberal (no numbers) gradation specification and 25 S.E.. Compaction specification by the "numbers" should also be deleted.

UTILITIES There is a community owned water main under the edge of the existing road. There are no known conflicts with the pipe but local residents assure that they will take care of any conflicts that may arise.

COST ESTIMATE

As previously stated, the maximum Federal - State participation is $89,000. I am told the limit of the L.I.D. participation is around $50,000 or a total cost of around $140,000. Over that amount would require another hearing and possibility of rejection of the contract bid.

The revised estimate is:

Contract Bid Items - - - - - - - - - - - - - - -	$ 83,860
+ 15% Engineering & Contingencies- - - - - - -	$ 12,579
Total Contract Costs	$ 96,440
2 Shot Oil Mat By Wash. County - - - - - - - -	$ 12,000
Permanent Signing By Wash. County- - - - - - -	$ 500
Preliminary Engineering By Wash. County- - -	$ 11,500
Total Estimate- - -	$ 120,440

INSPECTION REPORT
RAINBOW LANE SECTION
OFF-SYSTEM ROAD
WASHINGTON COUNTY

June 8, 1976

W. J. Scofield
W. J. Scofield
Resident Engineer

PROJECT BACKGROUND

Rainbow Lane is a 50' dedicated road platted in a subdivision approximately 1 mile north of the community of Scholls and along the Tualatin River. It is not a county road and will not be accepted as such by Washington County even when improved under the pending project. The road has a history of poor condition, occasional winter closure due to flooding, and impassable condition. Mail delivery is made to boxes along Scholls Highway. The obvious needs are (1) Correct the drainage problems by larger culverts and ditch cleanout to alleviate runoff. (2) Increase base course. (3) Widen to a minimum 2 lane (18') grade. (4) Dust control by oiling if available funds will allow.

Since the available matching funds are limited to $89,000 - ($78,000 Federal plus $11,000 State dollars) the Local Improvement District must raise the balance of the cost. For this reason the people are concerned that the project be planned for essential improvement only.

The preliminary survey and preparation of plan sheets was done by Washington County Road Department. The plan sheets as they were finally drawn are in my opinion, too rigidly "engineered". At a preliminary huddle it was agreed to work up the project on a generally "free lance" minimum engineering cost basis - particularly to avoid survey party construction staking. I have tried to revise the sheets to salvage their use in the final plans without excess erasures. The plans and specifications should be made for a "as directed" type job to hold down contract cost and also construction engineering.

After the County completed the plans, Bob Finley, the prime mover for the L.I.D. requested a meeting with County Engineer Crockett and I to review the plans. Finley was pushing for a free lance type of project such as I have indicated on the revised plan sheets. Crockett indicated agreement to this revision. It was also suggested that the State do the construction engineering.

SPECIFICATION SUGGESTIONS

CLEARING AND GRUBBING Very little clearing will be required if the suggested "as directed" alignment is followed. This will avoid all but a few small trees and brush. - Some encroaching fences and paper box posts will be [illegible] by the owners.

PREPARATION OF ROADBED This item involves trimming and deepening of ditches, some widening of road bed from present 12' to minimum of 18' width. - All to be done "as directed" where least work is involved and desired road width and drainage is obtained. In some sections some ditch grade staking will be required to alleviate the ditch drainage. Very little excess material is involved - most of this material can be spread on the present grade. Any waste can be scattered in numerous areas along the road.

Rather than the County plan of a per/foot bid item which is very vague to bid, I favor an equipment bid item setup. The items to be (1) #12 Blade Grader, (2) Loader - Backhoe, (3) 12 c.y. Dump Truck. I showed this project to an OSHD maintenance foreman and his estimate using the suggested equipment spread was 10 15 days work. To eliminate argument I recommend a minimum 4 hrs per day allowance for each piece of equipment that must be kept on stand by time for eventual need. The equipment bid item would not apply to spread of base course, ditching, trench excavation.

8445

OSR

OREGON STATE HIGHWAY DEPARTMENT

ESTIMATE FOR SURVEY

Section Rainbow Lane Loop

Date June 9, 1976

Highway Off System

Authorization No. 1

County Washington

Survey Prefix 234-1925 (Assigned by Salem office)

Description of termini, route, length, etc.:

Rainbow Lane loop beginning at its junction with Scholls Ferry Secondary Road, approximately 0.8 mile north of the community of Schools - Length 2.15 miles.

RECEIVED
COUNTY & CITY SECTION
JUN 2 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Purpose of survey:

To edit and revise preliminary plans and specifications for improvement of Rainbow Lane.

OE RE RME RCE FAE
TE RECEIVED RSM
UE JUN 15 1976
SO REGION I RBI
ENV LOC

Estimate of cost:

Field - (901) - - - - - - - - - - - -	$500.00
Plans (905)	200.00
Spec's (921)	100.00

OS-3401(1)

OS-3401(1)
2-3-76

Total estimated cost of survey . . . . . . $ 800.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Marvin Croft

Engineer

F

Recommended for Approval:

Frank E.

Location Engineer

Approved:

E S Hunter

State Highway Engineer

State Printing

OFFICE ENGINEERING SECTION
P. E. APPR. 2-3-76
FED. AID / STATE

7443

OSR
Wash Co

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Rainbow Lane & Patricia Ave.
Date July 27, 1976
Highway: Public Roads
Traffic Coefficient "Cars Only"
County: Washington Co.
18 kip s.a. per day
Prefix:
R value 10
Res. Engr:
Frost Penetration - - -
CBE Total Requirement 14.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
0.5"	Oil Mat	0.5
2.0"	A.L.	2.0
9.0"	A.B.	9.0
13.0"		14.5"

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

Washington Co.

PRO 6-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Rainbow Lane Loop Section
Off-System Roads Project OS-3401(1)
Washington County

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 04 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up /
Other

Preliminary plans show that the travel surface on the subject project will be a 22-foot oil mat without shoulders for the first 3025 feet and an 18-foot oil mat without shoulders for the remaining 8263 feet. Your concurrence in this substandard section is requested.

Rainbow Lane is a low volume L.I.D. road serving a limited amount of small farms and residences and having a dedicated right-of-way width of 50 feet. The road loops through a 210 acre settlement of 70 parcels and existing plat and zoning restrictions preclude further development.

The present road carries an estimated ADT of 300 consisting mainly of passenger vehicles with a minor amount of light farm trucks. Since it is unlikely that further land development will take place, there will be no noticeable increase in traffic. In addition Rainbow Lane is a loop route and is situated such that intersecting roads cannot be developed which might increase traffic in the future.

We feel that the typical section as described will, with proper care, provide this rural community around Rainbow Lane with an adequate all weather facility, and will certainly be an improvement over what is presently in place.

CL:re

cc: J. H. Versteeg
D. E. Swan
H. Renoldson

OREGON STATE HIGHWAY D[illegible]ION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-3401(1)
Project Name Rainbow Lane Loop
Rainbow Lane Road District

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 10 day of August, 1976

County of Washington

Virginia Dagg
Chairman

Commissioner

Commissioner

cc. John Oaks
DE Swan
C T Keasey
Jim Chidsey

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-413
DATE 8-10-76
BY JoAnn Johansen
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

OREGON STATE HIGHWAY D[illegible]ON
State Highway Building, Room 203
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
AUG 25 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. OS-3401(1)
Project Name Rainbow Lane Loop
Rainbow Lane Road District

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 10 day of August, 1976

County of Washington

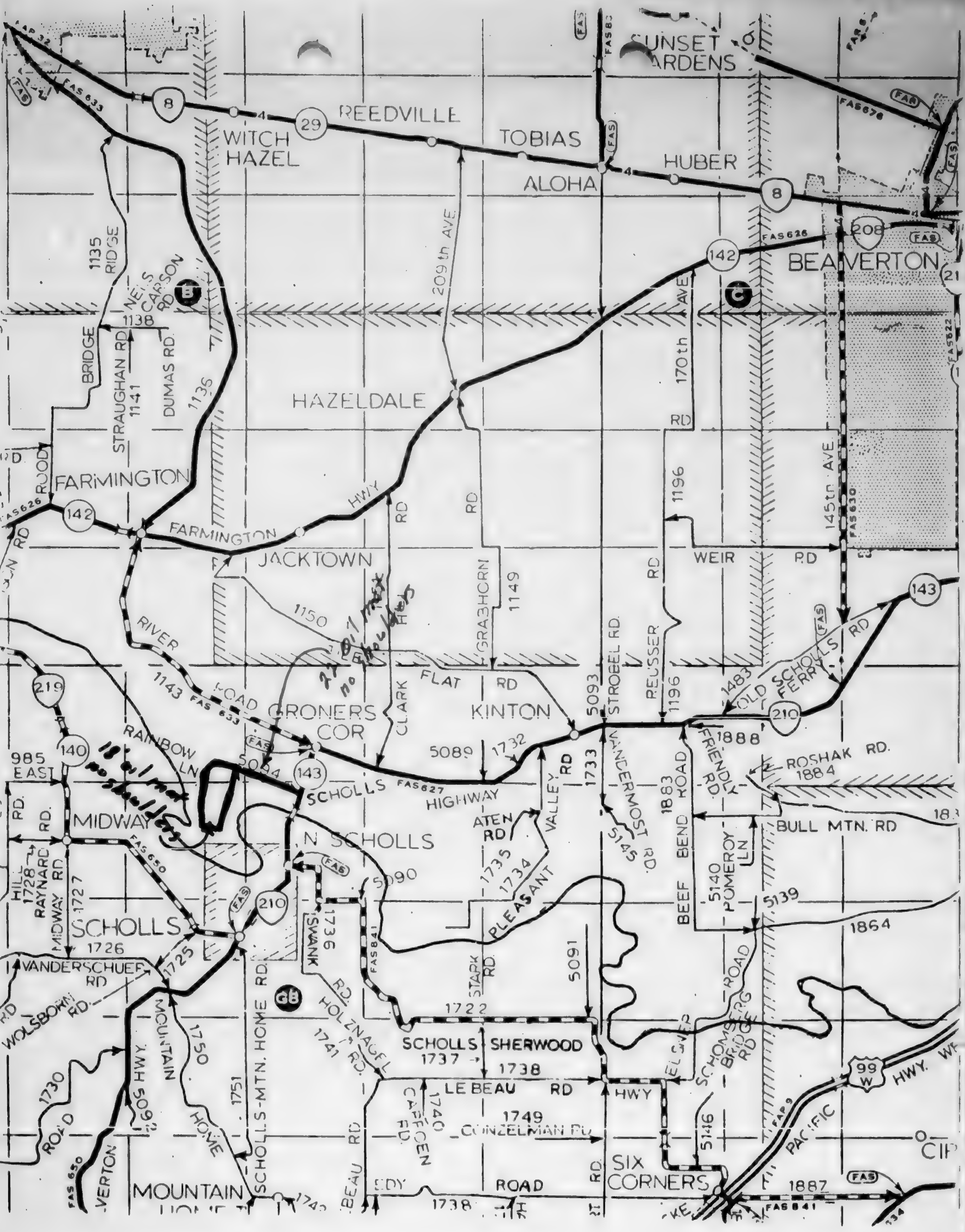
Virginia Dagg
Chairman

Commissioner

Commissioner

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-413
DATE 8-10-76
BY JoAnn Johansen
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76


SUNSET GARDENS
REEDVILLE
WITCH HAZEL
TOBIAS
ALOHA
HUBER
BEAVERTON
HAZELDALE
FARMINGTON
JACKTOWN
GRONERS COR
KINTON
MIDWAY
N SCHOLLS
SCHOLLS
MOUNTAIN HOME
SIX CORNERS
8
29
142
208
143
210
219
140
99 W
FAS 633
FAS 626
FAS 676
FAS 630
FAS 627
FAS 650
FAS 841
1135 RIDGE
NELS CARSON RD
1138
BRIDGE
STRAUGHAN RD 1141
DUMAS RD
1135
209th AVE
170th AVE RD
1196
145th AVE
WEIR RD
FARMINGTON HWY
1150
GRABHORN RD 1149
CLARK HILL RD
FLAT RD
RIVER ROAD 1143
RAINBOW LN
5094
SCHOLLS HIGHWAY
5089
1732
5093
STROBEL RD.
REUSSER RD 1196
1483
OLD SCHOLLS FERRY RD
ATEN RD
VALLEY RD
1733
VANDERMOST RD.
5145
1735
1734
PLEASANT
1888
FRIENDLY RD.
ROSHAK RD. 1884
1883 BEEF BEND ROAD
BULL MTN. RD
5140 POMEROY LN
5139
1864
5090
985 EAST
RD.
HILL 1728
RAYNARD RD.
MIDWAY RD 1727
1726
1725
VANDERSCHUER RD
WOLSBORN RD.
1730 ROAD
509 HWY.
MOUNTAIN HOME
1750
1751
SCHOLLS-MTN. HOME RD.
SWANK RD. 1736
HOLZNAGEL RD. 1741
STARK RD
5091
1722
SCHOLLS-SHERWOOD
1737
1738
LE BEAU RD
HWY
CAFFGEN RD. 1740
1749
CONZELMAN RD
ELSNER
SCHOMBERG RD
BRIDGE RD
5146
PACIFIC HWY. W
1887
EDY ROAD
1738
1742
BEAU RD
CIR
B
C
G8

22' oil mat no shoulders

18' oil mat no shoulders

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 11, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project OS-3401(1)
Rainbow Lane Loop Section
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Rulien's 8-4-76 letter, I approve the typical section as described for the subject project.

for Valach
G. L. Green

NOTED
E. S. HUNTER

cc Rulien
Versteeg
8-17-76

RECEIVED
STATE HWY ENGR
AUG 13 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

5445

OSR

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

PROJECT MANAGEMENT
AUG 20 '76
ROUTED TO
R
FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
COUNTY & CITY SECTION
AUG 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE August 19, 1976

TO MEMO TO FILE

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Rainbow Lane and Patricia Avenue
OS-3401(1)

As I have been asked to certify this project for contracting in September, I checked Mr. Will Hight, Mr. John Rose, and Mr. Willard Scofield. I find that due to the design of some of the culverts, it will be necessary to dig ditches and install drainage pipes across private property. This will require easements.

The county acquired all but one of the easements without consideration of Title III of the Relocation Act. When they found out that they would have to go back and do this over and have all of the owners sign to forego the right for an appraisal, they decided that they would eliminate the ditch and pipe from the plans and then do this work with county forces. In this way the project would not be held up. I have discussed this with Mr. Scofield and he says the project will not be complete without the drainage but he also said that the owners in this area are requesting the construction and are participating to some extent in the cost. He said he did not believe that it was an obvious attempt to circumvent the law.

After studying this information, I will not be able to certify the project until the right-of-way problems are cleared up.

I have asked Will Hight to work closely with County officials to first: Ask grantor to sign a waiver of the right to be paid on the basis of an appraisal. Second: If not, to ask grantor to sign a Permit of Entry.

Hopefully, we can have the project clear before I have to certify on Wednesday, August 25, 1976.

JRO:ha
cc L. W. Rulien
Willard Scofield
J. H. Versteeg
Ken Rolfe
Ed Hardt
Duane Ridings

5443

Wash. Co

ALL CLEAR 8/27/76

Donald L Dowst

ENVIRONMENTAL REVIEW

Section Rainbow Lane & Patricia Ave.
Highway Public Road
County Washington Region 1
Type of Work G & P
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

No significiant problems

DIVISION OF STATE LANDS: No

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No

FISH & WILDLIFE COMMISSION: No

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear

OTHER: Archaeological - All Clear

2443 Wash. Co.

Salem, Oregon
August 27, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

C. T. Keasey
Construction Engineer

Contract Plans
Rainbow Lane-Patricia Ave.
Washington County

The Rainbow Lane-Patricia Avenue Section in Washington County was worked up by the Washington County staff. This is a grading, drainage and surfacing off-roads systems project. The purpose of the project essentially is to correct the drainage and reduce local flooding problems. Willard Scofield was the liaison from Region 2 and advised Washington County on the development of the project. It was their intent to keep engineering and design costs to a minimum.

In discussions with Marion Craft he indicated that they anticipated no problems constructing the project although no computed profiles or grades are available. I agree that the information on the contract plans is minimal but hopefully a reasonable project can be constructed.

JHV:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 27 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OSR

bc w/att: Jo[illegible]ose - Upon receipt of county's [illegible]eck, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-243 and submit to Finance Branch.

September 24, 1976

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attn: Mr. John Crockett
Director of Public Works

Gentlemen:

On September 23, 1976 a satisfactory bid was received from C.D. Gredvig, 670 NW Dale Avenue, Portland 97229 for the Rainbow Lane Loop Section an Off-System Road Project. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$84,174.50
Temporary Erosion Control	100.00
4½% Contingencies	3,792.35
10% Engineering	8,427.45
ESTIMATED TOTAL COST OF CONSTRUCTION	$96,494.30
Preliminary Engineering Costs	3,505.70
TOTAL	$100,000.00
Federal Participation	78,000.00
COUNTY SHARE OF COSTS	$22,000.00

Please make your check in the amount of $22,000.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose Region 1 Federal Aid Engineer, 5821 NE Glisan Street, Portland 97213.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

9443

OREGON STATE HIGHWAY DEPARTMENT

Form A-191--(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention of
Mr. John Crockett
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1660

Date October 19, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: AD 243
Construction — Advance Deposit $21,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Rainbow Lane Loop Section Off-System Project Covered by agreement dated 7/30/75		17,200.00
		To be retained		$ 4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $21,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
234-1092-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8443

OREGON STATE HIGHWAY DEPARTMENT

Form A-191--(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Washington County
Board of Commissioners
Courthouse

Hillsboro, OR 97123

Attention of Mr. John Crockett
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1661

Date October 19, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Rainbow Lane Loop Section, Off-System Project Covered by agreement dated 7/30/75		600.00
		To be retained		$200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests $

Give the number of the last previous request in connection with this same service.

Credit distribution:
234-1925-297

Submitted by:
Harold Reynoldsen
Harold Reynoldsen

Approved:
Division Engineer

Approved:
George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8443

October 20, 1976

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: **Roger Thomssen**
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 5586

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement covering an Off-System Road Project known as Rainbow Lane - FA #OS-3401(1).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

Oregon State Highway Division

Federal-aid Project
No. OS-3401 (1)

SUMMARY OF FUNDS

Description	Cost Total	Federal Funds	County Funds
Preliminary Engineering	$ 3,521.00	$ 2,753.00	$ 768.00
Roadway	96,479.00	75,446.00	21,033.00
Total	100.000.00	78,199.00	$ 21,801.00

Group 1	100%
Contract No.	8443
Prefix No.	234-1092
Prefix No.	234-1925 P.E.

H. file

Oregon State Highway Division
Salem, Oregon, October 25, 1976

Federal-aid Project
No. OS-3401 (1)

RAINBOW LANE & PATRICIA AVE. SECTION
PUBLIC ROADS
WASHINGTON COUNTY

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,521.00

Type Code 5231
Roadway (Sta. 0+15 to Sta. 112+88)

Mobilization	All Required		$ 5,000.00
Clearing and Grubbing	" "		2,500.00
Ditch Excavation	182 cu.	5.00	910.00
Trench Excavation	294 cu. yd.	6.00	1,764.00
Loader	140 Hr.	35.00	4,900.00
Blade Grader	140 Hr.	45.00	6,300.00
Dump Truck	140 Hr.	30.00	4,200.00
Watering	200 M-gal	20.00	4,000.00
Coarse Aggregate Base	7,650 ton	4.25	32,512.50
3/4"-0 Aggregate Base	2,420 ton	4.30	10,406.00
10-inch Culvert Pipe	1,722 lin. ft.	6.00	10,332.00
18-inch Culvert Pipe	150 " "	9.00	1,350.00
			$ 84,174.50

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 100.00
	Subtotal		84,274.50
	Engineering		12,204.50
	Total		$ 96,479.00

Length of Project 2.135 miles
Cost of Roadway Per mile $45,189.22

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8443

STATE CO ß

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-58	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-6-76	State Oregon County Washington Project No. OS-3401(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pub. Rd., approx. 1 mi. N. of Scholls

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-3-76	2.135
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-76	2.135
OTHER *(Specify)*		

FUNDS Pro Rata 78.20%

ESTIMATED TOTAL COST OF PROJECT $ 100,000	FEDERAL FUNDS $ 78,199

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 6 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Rainbow La - Spec Rd Dist. #1
Rt 3. Box 211 J
Hillsboro Ore 97123
Dec 20. 1976

regon State Highway
and Transportation
19000 SW Shaw
Aloha Oregon

ear Willard Schofield,

Just a Note of thanks and appreciation We all love the road and approve it, its Beautiful, 2.7 mile of good Deep ditches, nice to run all the water off the 8" of solid rolled rock. Its 2.7 miles of Beautiful "Rainbow Lane Road"

Words can't say enough. So thanks again for everything you did or helped get done. Best Wishes always

Sincerely,
Mrs Lillian L. Haner + Everybody on
"Rainbow Lane Special Road District #1"
President.
Lillian L Haner

RECEIVED
FEB 28 1977
CONTRACT PAYMENTS

RECEIVED
FEB 28 1977
CONTRACT PAYMENTS

CONSTRUCTION DRAINAGE

Five new cross culverts and outlet ditches were constructed to reduce the long road bed ditch runs. The outlet ditches were on easements donated by property owners.
Driveway culverts; which were generally undersize and "off" grade were removed and replaced with 10" diameter culverts laid to a predetermined ditch grade.

CONSTRUCTION SURFACING

Eight inches additional crushed rock was added to the existing inadequate surfacing. This meets Washington County requirement for this class of rural road. It was about all the L.I.D. could afford - and reserve sufficient money to reimburse the County to oil the road next summer.

FINAL COST

The Project Authorization setup $96,494.30 for construction of this project.
Final costs are close to $93,770 - which amounts to a 2.82% underrun.
The Washington County Road Department has an approximate $16,500 charge against the L.I.D. for preliminary engineering and prior construction costs.
This is a Federal Aide project based on 70% of a maximum $100,000 final cost.
All cost in excess of Federal participation must be paid by the L.I.D..

CONCLUSION

Comparing the improvement this contract provided over the old sometimes impassable road, this was a very gratifying project. The Rainbow Lane residents are very happy over the product. They consider it to be a first class super highway.
A letter from Lillian Haner, President of the L.I.D., expressing appreciation for the project is attached to this report.

RECEIVED
FEB 28 1977
CONTRACT PAYMENTS

NARRATIVE REPORT
GRADING AND SURFACING PROJECT
RAINBOW LANE - PATRICIA AVE
OFF-SYSTEM PUBLIC ROADS

Prefix 234-1092
Contract 8443

W. J. Scofield
Resident Engineer
December 1976

The contract for this grading and surfacing project was awarded to C.C. Gredvig Company on a bid of $84,174.50. Work commenced on October 4, 1976 and was completed on November 24, 1976 - using 33 of the 60 calendar days allotted by the Special Provisions for completion of the contract.

BACKGROUND OF THE PROJECT

Rainbow Lane and Patricia Avenue are 50 foot public roads platted and developed about 1948. At this time there were no restrictions on construction of plat roads that were not intended to be accepted and maintained by the county. The subject roads were not "engineered". Surfacing was only a minimum needed to sell lots.

A part of Rainbow Lane area is in the Tualatin River flood plain and has periodically inundated a section of Rainbow Lane. During dry season, dust has been an annoying problem. For a number of years residents have sought unsuccessfully for improvement of the roads by Washington County. The roads also did not qualify for Federal Aide flood repair.

The Rainbow Lane Local Improvement District was organized in 1975 to provide a tax base to maintain and improve roads. Finally early in 1976 the district received Federal Aide on the basis of 78% of a maximum $100,000 project. The L.I.D. picks up the tab for all costs in excess of Federal Aide - including approximately $16,000 for preliminary engineering which was done by Washington County.

GENERAL DESCRIPTION OF PROJECT

This was essentially a 2.15 mile widening and rock surfacing of very low grade existing road. Rainbow Lane and Patricia Avenue form a closed loop - all of which was reconstructed under the contract.

CONSTRUCTION GRADING

Grading consisted in widening and reditching the existing road. In some sections the old road was only 12 feet wide. The new grade varies from 18 feet to 22 feet top width.
The ditches were trimmed to provide positive drainage to cross culverts and outlet ditches. In some sections the existing ditches were non-existant causing high water drainage to cover the roadbed.
Grading was done on an equipment bid item basis. This saved money by eliminating the risk of "unknown" quantities or costs if done on a yardage or length bid item.
Very little survey party staking was required. Grade control was done by the inspector by hand level or suede level methods.
Equipment used by bid items were blade grader, loader backhoe and a dump truck.
Much of the road is within the Tualatin River flood plain in which dumping of waste material is prohibited. Excess excavation was dumped on private property to fill a low area that was outside the flood plain boundary.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All bid items have been sent in Salem for pre-check. The semi-Final was submitted to Region Office Wednesday, January 19th. The narrative and a letter of acceptance will follow hopefully within a week. Letter of acceptance is from the Rainbow Lane Road District President. This will be the last weekly report on this project.

SIGNED P. F. Burnett By DWH. LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8443

[illegible] (1) Const

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Rainbow Lane-Patricia Ave.	WEEK ENDING January [illegible], 1977
		SECTION PREFIX [illegible] - 1002
	HIGHWAY [illegible]	COUNTY [illegible]
NAME OF JOB Rainbow Lane and Patricia [illegible]	KIND OF WORK Grading and Paving	
CONTRACTOR C. G. Gredvig	CONTRACT NUMBER 8443	FEDERAL AID PROJECT NUMBER OS 2401 (1)
DATE OF CONTRACT October [illegible], 1976	DATE WORK STARTED [illegible]	ESTIMATED COMPLETION DATE [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN. SUPERVISION	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 33
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 55
PROJECT AUTHORIZATION: $ 96,404		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ [illegible],357	ENGINEERING AUTHORIZATION $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 85,815	ENGINEERING COST TO DATE $ 8,155	DATE PROJECT WAS COMPLETED: November 24, 1976
ESTIMATED PERCENT OVERRUN UNDERRUN 2.3 %	PERCENT OF AUTHORIZATION 97 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.12	2.12			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.12	2.12			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		[illegible]			
TOTAL QUANTITIES CORRECTED TO DATE		[illegible]			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed November 24, 1976
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 25 1977
CONSTRUCTION
SECTION

Kelsey
Burt
[illegible]
Hewett
[illegible]
Walker
Richards
Glenn
Berg

Form 81-734-5-49

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 3 OF 3 SHEETS

STATEMENT OF OVERRUNS AND UNDERRUNS
[illegible] LANE PAVING [illegible]
CONTRACT NO. 5743

ITEM NO.	ITEM		UNIT		CONTRACT QUANTITY		FINAL QUANTITY	PERCENT + OR −
11	12-INCH CULV. P.		LIN. FT.		1,722.		1,937.	+ 15.4%
	OVERRUN DUE TO ADDITIONAL DRIVEWAYS REQUIRED TO ENTER PROPERTIES THAT WERE NOT SHOWN ON PLANS BUT NEED AS ACCESSES.							
12	18-INCH CULV. PIPE		LIN. FT.		150		158.	+ 5.3%
	OVERRUN OF THIS ITEM INVOLVED THE LENGTHING OF CULVERT AT STA. 75+30 IN MIDDLE OF CURVE AND REQUIRED DEEPER DEPTH.							

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 3 SHEETS

OVERRUNS AND UNDERRUNS
RAINBOW LANE - PATRICIA AVE.
CONTRACT NO. 3443

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1	MOBILIZATION	LUMP SUM	100%	100%	0.0%
2	CLEARING AND GRUBBING	" "	100%	100%	0.0%
3	DITCH EXCAVATION	CU.YD.	182	239.310	+ 59.2%
	OVERRUNS DUE TO DITCH RUNS ACTUALLY LONGER TO OUTLET THAN SHOWN ON PLANS AN OUTLET DITCH LOCATION CHANGE FROM STA. [illegible]2+90 - 59+06 CREATED MORE EXCAVATION.				
4	TRENCH EXCAVATION	CU.YD.	104	49.[illegible]	- 53.3%
	UNDERRUN DUE TO POSSIBLE MISCALCULATION IN TRENCH EXCAVATION, ALTHOUGH CHANGING DEPTH OF DITCH GRADES THROUGHOUT PROJECT TO SHALLOW DEPTH RAISED FLOWLINE OF 18" CULVERTS, REDUCING EXCAVATION. 7 CULVERT CROSSINGS RANGED FROM 5 TO 11 C.Y. EXC. EACH				
5	LOADER	HOUR	140	133.500	-4.1 %
	UNDERRUN DUE TO TIMELY OPERATION BY CONTRACTOR AND STATE TO GET JOB COMPLETED AND SAVE THE PROPERTY OWNERS AS MUCH AS POSSIBLE IN PROJECT COSTS.				
6	BLADE GRADER	HOUR	140	132.500	-5.4%
	SAME AS ITEM NO. 5				
7	DUMP TRUCK	HOUR	140	131.500	-6.1%
	SAME AS ITEM NO. 5				
8	WATERING	M-GAL.	200	188.000	-6.0 %
	UNDERRUN DUE TO CONTRACTORS AND STATES WILLINGNESS TO SAVE PROPERTY OWNERS ON THEIR PORTION OF PROJECT COSTS.				
9	COARSE AGG. BASE	TON	7,6[illegible]	7731.[illegible]8	+ 1.77%
	OVERRUN IS WITHIN 2%, TRIED TO KEEP WITHIN QUANTITIES, EXTRA DRIVEWAYS REQUIRED UNEXPECTED TONNAGE.				
10	3/4"-0 AGG. BASE	TON	2,420	26[illegible]	+ 9.9%
	OVERRUN DUE TO SET UP LOOSE BASE ROCK EXPOSED TO TRAFFIC, REQUIRING MORE TO BIND UP LOOSE MATERIAL AND COVER OF EXTRA DRIVEWAYS.				

[illegible] 1-77

Wash. Co
SHEET 1 OF 3

STATEMENT OF OVERRUNS AND UNDERRUNS
RAINBOW LANE – PATRICIA AVE
PUBLIC ROADS WASHINGTON CO.
CONTRACT NO. 3443 PREFIX NO. 234-1092

ITEM	ORIG. AMOUNT	SEMI FINAL EST.	+ OR – PERCENT
CONTRACT BID ITEMS	84,174.50	85,615.17	+ 1.7%
ADD. ANTICIP. ITEMS	100.00	0	– 100%
CONTINGENCIES	3,791.55	0	–
ENGINEERING	[illegible]	[illegible]	[illegible]
	96,494.30	[illegible]	

2-4-77
Narrative not yet recd.
WR

REFERRED TO
Beard Reed
Cole Sample
Eriksen ✓ Watson RW
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Trout
R Copy

RECEIVED
FEB 0 8 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring up / /
Other

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-3401(1)
STATE PROJECT NO. See below
COUNTY NAME Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.
ITEM NO. OS-18

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 3 '77
REFER TO
Kuli
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-3-76	1-7-77	Non Federal Aid

STATE ROUTE NUMBER Public Road

GENERAL LOCATION:
"Rainbow Lane Loop Section"

GENERAL DESCRIPTION OF WORK:
Pave asphalt concrete approach of Rainbow Lane to Scholls Secondary Highway (MP 1.4 Scholls Rd).

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCFED ON AXXXXXX XXXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $600 - Federal Funds $470.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-1-77	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE COPY 8443-34

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-3401(1)	2. COUNTY Washington	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This "off system" project provided for construction of highway roadbed subgrade, aggregate base, and surfacing. All work was performed on the "Rainbow Lane and Patricia Avenue Section" approximately 9 miles westerly of Tigard.

5. CONTRACTOR'S NAME C. G. Gredvig	6. CONTRACT AMOUNT $ 84,174.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
MAR 6
STATE

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 18 - 24 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
5231	2.135	18 - 24		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. N. Bryant, Area Engineer	11. DATE OF INSPECTION 12-15-76

12. IN COMPANY WITH
W. Scofield, ODOT

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		16. SIGNATURE Original Signed By G. K. Hossner Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 3-7-78	17. TITLE Field Operations Engineer	18. DATE 3-7-78

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

March 9, 1977

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
1300 S.W. Fifth Ave.
Portland, OR 97201

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8443 awarded to C. G. Gredvig for work on Rainbow Lane and Patricia Avenue on public roads in Washington County.

Final payment on this contract is $4,263.68 and the total contract amount is $85,599.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc C. G. Gredvig
670 N.W. Dale
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

2443

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 3, 1977

Washington Co. Public Works
~~150 North First~~
Hillsboro, OR 97123

Attention: Jerry Morse

Re: Rainbow Lane & Patricia Ave.
OS-3401 (1)

The following data summarizes costs to date on this project.

Preliminary Engineering	$ 7,234.73*
Contract Work	85,680.21
State Force Order #1	
Pave Approach	161.74
Construction Engineering	9,368.35
TOTAL	$102,445.03

*Includes $4,949.88 paid to Washington Co.

Our records also indicate Washington Co. has made advance deposits of $800 for preliminary engineering and $21,200 for construction.

Summary of Cost Shares:

FHWA	$ 79,972.65
Washington Co.	22,472.38
	$ 102,445.03

Based on current costs it would appear Washington Co. will have to pay an additional $472.38 upon final billing. There may be some minor cost adjustments prior to final billing.

If we can be of further help please contact this office.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: Harold Reynoldson

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 3 1977
File: PM FA
LG OP
TAA Reynoldson

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

County Washington **Contract No.** 8443 **Date Completed** 11/2/76

FAS Off-System **Section** Rainbow Lane Loop

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E. Costs	(Fed. Participation)	$ 7,120.26
Construction	Payment to Contractor (Fed. Part)	85,760.94
	Engineering	7,118.80
	Total	$92,879.74
P.E.	(Non participating)	$ 8.84
Interest to Contractor		81.01
Construction Engineering		2,358.30
		$ 2,448.15

Federal funds collected $78,190.00

County share of project costs
½(100,000.00 - 78,190.00) + $2,448.15 = $24,258.15

County share of project costs	$24,258.15
County advance deposit	22,000.00
Amount yet due state	$ 2,258.15

Reference: Billing Form CC1945 AD243 CC1660 & CC1661

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/20/78	CC1945		PE 234-1925 Const. 234-1092

BILL TO: Code:

Washington Co. Board of Commissioners
Administration Bldg. - 150 Frist N.
Hillsboro, Oregon 97123
Attn: Mr. John Crockett, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing for the Rainbow Loop (Rainbow Lane and Patricia Ave.) Section, OS-3401(1)			
Note: Please send copy of itemized statement of final costs with billing.	County share of project costs		$24,258.15
	County Advance Deposit		22,000.00

Advance Deposit Amount	$ 22,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 17,800.00
Balance	$ 4,200.00
Transfer to Highway Fund	$
Refund Due	$

Amount Due . . . . . $ 2,258.15

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-75

OREGON STATE
HIGHWAY DIVISION

FORM 81-734-1150 844

HIGHWAY DIVISION INVOICE

NO. 125724

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-5-79	CC 1945	

CREDIT DISTRIBUTION

234-1925-297	$ 961.77
234-1092-297	1,296.38

New: WASHIBC

Washington Co. Board of Commissioners
Administration Bldg. - 150 First N.
Hillsboro, OR 97123

ATTN: Mr. John Crockett, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing for the Rainbow Loop (Rainbow Lane and Patricia Ave.0 Section, OS-3401(1)			
Note: Please send copy of itemized statement of final costs with billing.	County share of project costs		$24,258.15
	County Advance Deposit		22,000.00
AMOUNT DUE			$ 2,258.15
Ref: WASHINC, Inv. 1461			

C + A 5580 10-20-70

1983 Rainbow Ln. & Patricia Ave. 8443
Sec. of a County Rd. (Grading and
surfacing)

DEADMANS PASS SAFETY REST AREA
PROJECT NO. I-80N-6(62)228

Remarks-Continued

Data for PR-37B: ROW-1; ROW-F; Sanitary Facility-Y

Project Data: The work under this project consists of water supply system improvement (e.g., installation of water pipe, construction of two reservoirs, two well pumping installations, installation of an electric supply system, etc.) to provide an adequate supply of potable and irrigation water.

Requirements of IM 50-1-70, FHPM 7-7-2, FHPM 7-7-5: The proposed project is considered stage construction as part of the work necessary to bring the water supply for the safety rest area up to the required demand. The initial SRA construction was accomplished under project EMP-I-80N-6 (51)228 and the water main between the SRA and Emigrant State Park was installed under project I-80N-6(59)226; therefore, the subject requirements are satisfied under said projects.

Note: (1) This project is in Congressional District No. 2.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 19, 1976

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
19.0 mi. S.E. of Pendleton		4,800	8,600	96	10	Oregon	41	042	855

								PROJECT NUMBER			I. Projects Only	
(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								I-	80-6	(62)	228	N

Interstate

COUNTY NAME	Umatilla			CODE 059
ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N	

PROGRAM STAGE ☐ 1 OR ☒ 2

K PE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
ST 2		"Deadmans Pass Safety Rest Area"	0.0	92,600	85,400	7,200		
	JLG	PROJECT TOTALS	0.0	92,600	85,400	7,200		

AL DATES

REMARKS

Additional Data: Item Nos.550, 662, & 790, Project Nos. I-80N-6(35)228, (51)228 & (59)226, respectively.

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 19, 1976

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2	1	I-80N, 19.0 mi. S.E. of Pendleton		4,800	8,600	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Water Supply System								I-	80-6

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
4	Interstate	Umatilla	059

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
---	I	I-80N	6	I-80N

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (71)	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y022		"Deadmans Pass Safety Rest Area"	0.0	92,600	85,400	7,200	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (32)	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	0.0	92,600	85,400	7,200	
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data: Item Nos.550,
Nos. I-80N-6(35)228, (51)228 &

-OVER-

PRO 6-2

May 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-6(62)228
Umatilla County

We are submitting program data for one project, Item No. 855, Project No. I-80N-6(62)228, "Deadmans Pass Safety Rest Area", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project June 24, 1976.

FHWA Division Office Memorandum (1041 DA. 5) of August 25, 1975 approved the proposed work for federal participation with Interstate funds.

JLG:re

Enclosures

cc: W. E. Schwartz (Region 5)

2112

80N

NORTHWEST PIPELINE CORPORATION

P.O. BOX 1526
SALT LAKE CITY, UTAH 84110
801-534-3600

May 21, 1976 ✓

Versteeg
Olson Do
Christensen
Scott
JH copy Swenson
Savage
Trout

RECEIVED
JUN 0 2 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Harlin Gerlach
Regional Utility Engineer

Re: R/W 71330 (NW)
Oregon Highway Adjustment:
Old Oregon Trail Highway -
Deadman's Pass Safety Rest Area
Water Supply System
Umatilla County, Oregon

Dear Mr. Gerlach:

In response to your letter and drawings of May 3, 1976, on the captioned project, we offer no objection.

Our approval, however, is subject to the submitted drawings in that the proposed facilities will actually be constructed as shown on Drawing No. 30667, Section AA. Further, that the Highway Department provide a minimum of six inch separation between the proposed concrete encasement and our pipeline.

Prior to conducting any construction activities in the vicinity of our right of way, we request that notification be made to our District Office shown below at least 48 hours prior to the commencement of such work:

D. H. Goddard, District 6 Superintendent
606 So. Oregon Street
Pasco, Washington 99301
(509) 547-7551

Thank you for your cooperation.

copies to:
W. L. Hart – Gordon Ballard
J. H Versteeg

Very truly yours,

Ronald G. Hill

Ronald G. Hill
Real Property Specialist
Right of Way Department

RGH/lw
cc: Frankie Schmuck, Jr.
T. B. Fowler
D. H. Goddard

A SUBSIDIARY OF NORTHWEST ENERGY COMPANY

8442

15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 80N-6(62)228

STATE PROJECT NO. Deadmans Pass SRA

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-855

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/1/76

FEDERAL ROUTE NUMBER Interstate Route 80N

STATE ROUTE NUMBER Primary Route 6

GENERAL LOCATION:
I-80N-19.0 miles SE of Pendleton

GENERAL DESCRIPTION OF WORK:
Water Supply System (Miles 0.0, Code Y-022)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Approval (TEC $92,000, Federal funds $85,400)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/19/76 letter I approve the subject project for inclusion in the Federal-aid program.

DATE 6/1/76

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-058

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

Coordination with County Public Works Department assures maintenance of ground water standards.

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 _X_ 3 _____ 4

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

A minor amount of parkland will temporarily be used for construction purposes during the laying of the pipe.

Consequences:

Land use will be unaffected.

4. Expected Impact on Natural Ecological Resources:

Impact will be limited to vegetation removed during the laying of pipe from the reservoir to the highway.

Consequences:

Temporarily diminished aesthetics.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This site is within a rocky, hilly area about 25 miles east of Pendleton. The region is vegetated predominantly with pine trees and grasses.

The soils here are shallow, with basaltic bedrock underneath. The region is usually dry with varying seasonal extremes of temperature.

2. Cultural:

The site is on I-80N, nearly half way between two major eastern Oregon cities--Pendleton and LaGrande. The rest area is also within the Umatilla Indian Reservation.

About 5 miles to the east is Emmigrant Springs State Park, from which irrigation water will be piped to the rest area.

Other Descriptive Information or Comments Continued:

Water will be pumped from wells to a reservoir at the State Park, and from there flow through the lines to a receiving reservoir at the SRA.

This project will involve digging a trench and laying pipe within a State Park. The reservoir at the Park would be 25'-30' in diameter, covering up to 700 square feet. The trench would be covered over so that it would not significantly affect recreational activities at the Park. Additionally, precautions will be taken in locating the trench to minimize harm to existing vegetation. Harm to the vegetative system at the State Park will not therefore be of major significance.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

Water requirements from Emmigrant Springs State Park would be approximately 65,000 gallon/week. Trenching has been done and pipe has been laid down on the grass median of I-80N from the Park to the SRA as part of a median upgrading project. Remaining piping will include 3600' at the State Park and 1200' at the SRA. (Continued on page 2A)

(Attach project sketch map.)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
non major

I-80N-6(62)228

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 28, 1976

Section Deadman's Pass SRA

Unit (if appl)

County Umatilla

City

Highway Old Oregon Trail

State Hwy. No. #6

Termini: M.P.(if appl) M.P. 22.9

Length

Region 5

Construction Estimate $90,000
Program Amount

B. Purpose of Project:

To provide additional irrigation water to the SRA and to establish a new lawn for the the eastbound half of the SRA. This will be done by piping water in from Emmigrant Springs State Park a few miles to the east and laying sod at the rest area.

C. Origin & History of Project:

This safety rest area was completed on both sides of I-80N in 1973. It is located approximately at M.P. 229.00. The water supply at the site proved to be inadequate for both domestic and irrigated uses, and only the lawn for the westbound portion of the SRA was landscaped. The new water supply would adequately provide for irrigation and allow for full use of potable water for domestic purposes.

D. General Description of Project:

Highway ADT here is approximately 4,300 (1974). SRA use approximates 10 percent of this or 430 vehicles per day.

Alignment: New ____ Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

(12)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: July 16, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project I-80N-6(62)228
Deadman's Pass SRA
Old Oregon Trail
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 7, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Jim Kennedy, Reg Env)

PROJECT MANAGEMENT
JUL 20 '76
REFER TO
Info Investigate R/D

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BEN GIFFORD

1-2.2

Contract 76-79

15

STATE OF OREGON

INTER FICE MEMO

PRO 4-3

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 23, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT

Attached for your information is an assessment, concurred in by the FHWA.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 7-28-76

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

1-80

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
August 30, 1976
Salem, Oregon 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Deadman's Pass S.R.A. Project
(I-80n-6(62)228)

TO: L.W. Rulien
Program Management

We have completed a historic survey of Deadman's Pass SRA. Reports from Region 5 indicate there will be no conflicts with the Oregon Trail.

An archeology survey of the project area has not been made. The SHPO archeologist, Ted Long, feels that the area is too disturbed to offer any real possibility of an archeologic site being found. Staff from the Museum of National History will check the project area within the next two weeks.

In the meantime, the SHPO is willing to give the OSHD a provisional write-off letter on this project to enable us to get it on the next letting. Should a site be discovered we would be obligated to do immediate salvage or mitigation.

It is, therefore, our position that this project has been adequately handled to assure the protection of cultural resources.

PD:ds

Versteeg ✓
Olson
Christensen
Scott
copy Swenson
Savage
Trout

RECEIVED
AUG 30 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

JHV - cc:
Swede

8442

1

LETTER OF APPROVAL AND/OR AUTHORIZATION

I80N-6(62)228
STATE PROJECT NO.

Deadmans Pass Safety Rest Area

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-855

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter,
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 6-3-76	DATE AUTHORIZATION EFFECTIVE 9-1-76	FEDERAL ROUTE NUMBER Interstate 80N STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:

I80N - 19.0 miles S.E. of Pendleton.

GENERAL DESCRIPTION OF WORK:

Water supply system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-30-76 letter, I approve the revised PS&E documents. A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
Rulien
FOR
Info Ines R/ D/ Sig Act File

DATE
9-20-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-600

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-6(62)228

STATE PROJECT NO. See below

COUNTY NAME Umatilia

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-855

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rubin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-3-76	8-26-76	Interstate 80N	Primary 6

GENERAL LOCATION:

"Deadmans Pass Safety Rest Area"

GENERAL DESCRIPTION OF WORK:

Installation of electrical conduit.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
Actual cost of $1,785.30
Federal funds $1,646.76

☐ ACQUISITION OF RIGHT OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 2-10-77, this will confirm the verbal authorization of Mr. R. A. Nichols of this office to proceed with the adjustment of electrical conduit effective 8-26-76.

I approve the agreement with the Parks and Recreation Section to perform the necessary work on an actual cost basis of $1,785.30 - Federal funds $1,646.76 (total cost of work $2,785.30 of which $1,000 is Parks and Recreation Section's share). Plans and billing for work performed have been reviewed and are approved.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-77	G K	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Sincerely,

WILLIAM H. YOUNG
Director

Larry E. Lemkau R.S.

Larry E. Lemkau
Supervising Sanitarian
Eastern Region

LEL:jlj

cc: Umatilla County Planning Commission
cc: Robert W. Ellison
cc: Jack Osborne thru FMBolton

RECEIVED
MAR 21 1977
BRIDGE SECTION

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality
EASTERN REGION
245 S.E. FOURTH STREET, PENDLETON, OREGON 97801 PHONE (503) 276-6131, Ext. 283
MAILING ADDRESS: POST OFFICE BOX 1538, PENDLETON, OREGON 97801

RECEIVED
STATE HWY ENGR
MAR 18 '77
REFER TO
Elkins
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Please discuss
in more detail.

March 15, 1977

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: SSD - Umatilla County
Deadmans Pass Rest Areas
ENF-SSD-ER-77-58

Attn: E.S. Hunter, Deputy State Highway Engineer

Dear Mr. Hunter:

On February 24, 1977 the above rest areas were revisited by Department of Environmental Quality, Regional and Portland staff.

Sewage flow reduction is the most important action necessary at this time. Specifically, immediate closure of both recreational vehicle dump stations, until corrections in the form of a long term solution are worked out. A reasonable time limit has been set for April 1, 1977.

During our visit it was also felt that limited flow fixtures merit consideration in the overall long term solution.

Auger test holes were dug in areas adjacent to both existing west and east disposal areas. The westbound disposal area presents the most severe problems due to lack of soil depth and available area.

However, the area north (approximately 200 ft.) and east (approximately 500 ft.) of the east disposal area offered possibilities with respect to soil and area.

If it were possible to acquire this property, sufficient area may be available to contain a system large enough to serve both rest areas.

Backhoe test holes, flow quantities and design, however, would have a definite bearing on final determination.

If you have any questions on the immediate closure of both recreational vehicle dump stations, please contact this office.

RECEIVED
MAR 21 1977
BRIDGE SECTION

844

P

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

Mr. Larry F. Lemkau
Supervising Sanitarian
Eastern Region, DEQ
P. O. Box 1538
Pendleton, OR 97801

March 23, 1977

SSD-Deadman's Pass
Umatilla County
Contract 8442

Your File -
ENF-SSD-ER-77-58

Your letter of March 15, 1977 to Mr. E. S. Hunter has been referred to me for answer.

We have made an investigation of the problems with the sewage disposal system at Deadman's Pass Safety Rest Area and recognize the need for closure of the recreational vehicle dump stations. These stations will be closed April 1, 1977.

We are now in the process of considering alternate solutions for this problem and will present them to you May 1, 1977.

I understand that employees from this office will meet with you next week regarding this problem.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz
Harry Oswald
G. J. Ballard

RECEIVED
STATE HWY ENGR

MAR 24 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TELEPHONE 509-582-2461

LOFTUS, INC.

PAT W. LOFTUS, President
PAT D. LOFTUS, Vice President

P. O. BOX 6028
KENNEWICK, WASHINGTON
99336

OREGON STATE HIGHWAY COMMISSION May 31, 1977

ATTACHMENT TO: "CONTRACTORS REQUEST for INCREASE IN NUMBER OF WORKDAYS to COMPLETE CONSTRUCTION CONTRACT"

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1) Plumbers Strike 6-2-76 thru 1-27-77

2) Extra time used exploring for location of existing duct road crossings 5-2-77 thru 5-13-77

3) Additional time used locating existing utilities not shown on our plans 5-2-77 thru 5-13-77

We request extension to July 31, 1977, provided power is made available in time to meet that completion date. Completion of the power to the site was requested to be completed by April 15.

Material was scheduled for delivery the week of March 7, but we were unable to start until May 2, due to inclement weather.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8442 Contractor Loftus Inc.

Highway Old Oregon Trail

Section Deadmans Pass Safety Rest Area.

Kind of Work Water Supply System Improvement.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 46-day time extension of contract time to July 31, 1977. This is because of plumbers strike in 1976 and for locating existing underground lines in the work areas.

Recommended for Approval:

REGIONAL CONSTRUCTION ENGINEER Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8442

Project designation Federal I-80N-6(62)228
State-Federal

Date awarded Sept. 28, 1976

Work started May 2, 1977

Per cent completed 90% (Water Supply)

No. of Workdays Allowed 259

Specified Completion Date 6/15/77

No. of Workdays Used 260 (as of 6/16/77)

No. of Added Workdays Requested 46

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 31, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 15, 1977 days to 7-31-77 days, within which to complete our Contract No. 8442, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED SHEET

Respectfully submitted,

LOFTUS, INC.
Contractor

By Pat W. Loftus
Pat W. Loftus, President

CONSENT OF SURETY

Date JUNE 1, 1977

We, UNITED STATES FIDELITY & GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Hilda S. Campbell
Hilda S. Campbell Attorney-in-fact

(SEAL)

Resident Agent

This is an Interstate Project. The recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8442

Salem, Oregon

June 22, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Deadman's Pass Safety Rest Area
Contract No. 8442
Request for Time Extension

TO: ~~E. S. Hunter~~ Coulter
~~Deputy~~ State Highway Engineer

Herewith a request from Loftus, Inc. for a 46-day extension in the early phase completion requirement on this project which would in effect make it the same as the over-all specified completion date. Some pertinent dates are:

Bids opened	9-23-76	
Contract sent	10- 4-76	
Early phase specified completion date	6-15-77	(All work to make irrigation system operable)
Total contract completion	7-31-77	

This contract covers extensive work at the new water sources to be utilized in the vicinity of Emigrant Springs State Park and at the Rest Area itself (the two water lines in between were installed on an earlier project). There are separate lines and sources for the domestic water and the irrigation water. As of last week, the over-all project was 63 percent completed.

The contractor's main reason for extension is a plumbers strike from 6-2-76 through 1-27-77. We made a telephone inquiry to Local 598 of the Plumbers Union in the Tri-City area (this contractor is based at Kennewick, Washington) and were advised that the labor dispute was in effect from 6-1 to 11-26-76.

This contract was sent out on October 4, so if one considers the actual effective contract time as starting 10 days after that (as it would on a workday, or calendar workday definition), the possible labor dispute impact on this contract that we can confirm would amount to about 42 days (10-15 to 11-26-76). Considering the location of the project and the very late time of the construction season available in 1976, it is doubtful whether we or the contractor really intended any work to be done then. In reviewing the nature of the work covered by the contract, I think we would have to acknowledge that there is extensive plumbing involvement.

A review of the Weekly Reports when activity started in May does confirm that several days were used in locating existing water and electric lines underground. This is the second reason the contractor cites to justify extension. The two reasons cited can be recognized as valid and justify the request. We therefore concur in the field recommendations that it be granted.

RECEIVED
STATE HWY ENGR
JUN 24 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

June 24, 1977

Loftus, Inc.
Post Office Box 6028
Kennewick, WA 99336

Gentlemen:

We have reviewed your request for an extension of the early phase time on Contract No. 8442 for work on Deadmans Pass Safety Rest Area in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 46 days is granted because of a plumbers' strike in 1976 and delay in locating existing underground lines in the work areas. This will extend the early phase completion date to July 31, 1977 which is the same as the overall contract completion requirement.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
W. E. Schwartz

8442

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-4

INTER-OFFICE CORRESPONDENCE

August 30, 1977

Salem OR 97310

Fran

FROM: Phil Preston
Utility Special Studies Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Three Electric Service Agreements
Umatilla Electric Coop. Assoc.
Deadmans Pass Safety Rest Area
(Water Supply Systems Improvement)
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(62)228

The fully executed copies of these services agreements have been transmitted to Umatilla Electric Cooperative Association by my letter dated August 30, 1977.

Photocopies of the agreement are being distributed as follows:

V. E. Skoog
W. E. Schwartz
Harlin Gerlach
H. W. Oswald

PP:db

3 agreem[illegible]
with [illegible]
Electric [illegible]
1= approved [illegible] Service [illegible]
mailing
2= Misc [illegible]
[illegible] to files 8-26-77

NOTED
C. W. HEAD

8442

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDER PROJECT NO. I-80N-6(62)228

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-855

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO orig to
FOR

DATE PS & E APPROVED 6-3-76

DATE AUTHORIZATION EFFECTIVE 6-20-77

FEDERAL ROUTE NUMBER Interstate 80N

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:

"Deadman's Pass Safety Rest Area"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
(Eastern Oregon Concrete Pumping Co.)
TEC NTE $2,250 - F.F. $2,075

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-22-77 this will confirm the verbal authorization of Mr. R.A. Nichols of this office to proceed with the necessary work effective 6-20-77 on an actual cost basis.

DATE 9-8-77

SIGNATURE OF APPROVING OFFICIAL G. K. Kossner

TITLE For Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8442

80N

STATE OF OREGON

INTERC .CE MEMO

TO: Mr. Dale Allen
Region 5

DATE: December 27, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Administration Engineer,
Structural Design Section

SUBJECT:
Field Survey
Deadman's Pass Safety Rest Area
I-80N
Umatilla County
BR 9860D

There will be a field survey required on the above-named project. This survey should consist of contour map of proposed mounded disposal site and a route survey of a proposed pressure sewer line.

The proposed disposal site is at the present eastbound area disposal site. The present westbound area disposal site will be abandoned and pumped across the freeway to the eastbound disposal site.

This pressure sewer line should utilize the existing utility duct that crosses the freeway.

Please get in touch if you need more information.

GJB:dh

cc J. H. Versteeg
D. E. Swan

1 Versteeg ✓
3 Christensen Doc
George
1 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 28 1977
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor on the project mowing and fertilizing the sod lawn.
FRIDAY	
SATURDAY	

REMARKS

Contractor was mowing and fertilizing the newly placed sod lawn.

SIGNED W C Ferguson LOCATION Pendleton
W.C. Ferguson Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8442 8

No. 72

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Deadmans Pass Safety Rest Area	WEEK ENDING: 8 July 1978
		SECTION PREFIX: 630-1036
	HIGHWAY: Old Oregon Trail	COUNTY: Umatilla
NAME OF JOB: Deadmans Pass Safety Rest Area	KIND OF WORK: Water Supply System Improvement	
CONTRACTOR: Loftus Landscaping Inc.	CONTRACT NUMBER: 8442	FEDERAL AID PROJECT NUMBER: I-80N-6 (62) 228
DATE OF CONTRACT: September 28, 1976	DATE WORK STARTED: May 2, 1977	ESTIMATED COMPLETION DATE: July 14, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK	1. Completion Date June 15	WORK DAYS USED
MEN: SUPERVISION:	2. Completion Date July 31.	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31, 1977	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 118,028.65		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95
XCLUSIVE OF ENGINEERING: $ 108,669.55	ENGINEERING AUTHORIZATION $ 9,359.10	
STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING: $ 108,669.55	ENGINEERING COST TO DATE $ 15,313.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
STIMATED PERCENT OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 164 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

rrigation Water Line 100%	Domestic Water Line 100%	Electrical	Irr. Reserv. 100%	Dom. Res. 100%	Sod Lawn
	2½-inch Del Main	3-Inch Del Main	Type 2 Fence	Topsoil	100%
S IN PROJECT					
S PARTIALLY COMPLETED					
ES COMPLETED					
L ESTIMATED QUANTITIES (CONTRACT)	1,700 L.F.	6,200 LF.	250 LF.	100 CY.	
TOTAL QUANTITIES CORRECTED TO DATE	1,596 L.F.	6,844 LF.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,596 L.F.	6,844 LF.	260 LF.	0	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Lawn mower, Fertilizer spreader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 10 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8442

8

C. T. Keasey, Construction Engineer August 1, 1978

R. D. Church
Contract Payments Supervisor

Request Contract Acceptance

Contract 8442, Work Completed 7-10-78

Project Deadmans Pass Safety Rest Area

Highway Old Oregon Trail

County Umatilla

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable:

Construction Engineer

RDC: ns

cc: J. B. Boyd
Don Harwell
Edw. Haury
John Jenkins
Donald Trout

Length of Project	0.00 mile	
Federal Funds	(92.24%)	$ 108,869.00
State Funds		9,159.00
Total		$ 118,028.00
Group 1	100%	
Contract No.	8442	
Prefix No.	630-1036	

Oregon State Highway Division
Salem, oregon, October 26, 1976

Federal-aid Project
No. I-80N-6(62)228

DEADMANS PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

Project Agreement estimate.

Type Code Y022
Water Supply (Sta. 1093+93)

2 1/2-inch PVC Water Delivery Main	1,700 lin. ft.	3.59	$ 6,103.00
3-inch PVC " " " "	6,200 "	3.60	22,320.00
Air Release Valve Installation	1 only	1,056.00	1,056.00
Drain Valve Assemblies	3 only	1,046.00	3,138.00
Hydraulic Control Facility	All Required		8,512.00
Irrigation Water supply Facility	" "		8,225.00
Domestic Water Regulation Reservoir	" "		8,748.00
Well Housing	All Required		3,398.00
Well Pumping Installation	All Required		4,509.00
Type 2 Fence	250 lin. ft.	7.50	1,875.00
12-foot Single Gates	1 only	357.00	357.00
Irrigation Water Receiving Reservoir	All Required		8,894.00
Float Valve Assemblies	" "		1,170.00
Irrigation Booster Pump Suction Line	" "		1,325.00
Water Control Room Modifications, Complete	" "		1,497.00
Water Supply Systems Electrical	" "		8,258.00
Furnishing and Placing Topsoil	100 cu. yd.	6.75	675.00
Sod Lawn	All Required		12,930.00
			102,990.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
Adjust Sprinkler Heads (E.W.)	" "	500.00
		1,000.00

Subtotal	$ 103,990.00
Engineering	14,038.00
Total	$ 118,028.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

84-2

STATE COPY 13

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-56	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12 1 76	State Oregon County Umatilla Project No. I-80N-6(62)228

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 19.0 mi. S.E. of Pendleton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,028	$ 108,869

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator DEC 6 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. I-80N-6 (62) 228

Deadman Pass Safety Rest Area
Old Oregon Trail Highway
Umatilla County

Revised Project Agreement Estimate.

Type Code Y022
Water Supply (Sta. 1093+93)

Subtotal Previous Estimate of October 26, 1976	$103,990.00

Previous Estimate

3" PVC Water Delivery Main	6200 Lin. Ft.	3.60	$ 22,320.00
Air Release Valve Installation	1 only	1,056.00	1,056.00
Drain Valve Assemblies	3 only	1,046.00	3,138.00
			$ 26,514.00

Revised Estimate

3" PVC Water Delivery Main	6844 Lin. Ft.	3.60	$ 24,638.40
Air Release Valve Installation	3 only	1,056.00	3,168.00
Drain Valve Assemblies	4 only	1,046.06	4,184.00
S.F.O. # 1 & 2, Purchase & Install Underground Power Line	Lump Sum		1,785.30
S.F.O. # 3	Lump Sum		2,250.00
			$ 36,025.70
	Increase		$ 9,511.70
	Subtotal		113,501.70
	Engineering		17,024.30
	Total		$130,526.00

Length of Project ---- 0.0. mile

Summary of Funds

Federal Funds	$120,397.00
State Funds	10,129.00
Total	$130,526.00

Group 1 - 100%
Contract No. 8442
Prefix No. 630-1036

8442

8

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-132		tate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	8 18 78	Project Number I-80N-6 (62) 228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 6, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 118,028.00	$ 130,526.00
Federal funds	$ 108,869.00	$ 120,397.00
Other revisions		

This modification is made for the following reasons:

To include increase in cost of bid item quantities and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

STATEMENT OF OVERRUNS & UNDERRUNS (cont)
Deadmans Pass Safety Rest Area
Contract 8442

Item #	Item	Unit	Original Quantity	Project Quantity	Percent +/-
15.	Water Control Room Mod.	LumpSum	All	All	0.0%
16.	Water Supply Systems Electrical	LumpSum	All	All	0.0%
17.	Furnishing & Placing Topsoil	Cu.Yd.	100.0	0.0	-100.0%
	Sufficient topsoil available in area. No additional topsoil needed.				
18.	Sod Lawn	LumpSum	All	All	0.0%
SFO 1	Purchase Underground Power Line Material	$	977.33		
	Final billings not received to date.				
SFO 2	Install Underground Power Line Conduit	$	1,810.00		
	Final billings not received to date.				
SFO 3	Underground Power to Well	$	2,270.00	2,270.00	0.0%

STATEMENT OF OVERRUNS & UNDERRUNS

Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy.
Umatilla County
Contract 8442

Item #	Item	Unit	Original Quantity	Project Quantity	Percent +/-
1.	2½" PVC Water Delivery Main	Lin.Ft.	1,700.0	1,596.0	-6.1%
	Plan quantity was more than adequate.				
2.	3" PVC Water Delivery Main	Lin.Ft.	6,200.0	6,844.0	+10.4%
	Plans were incorrect. Additional pipe required sta. 640+646±.				
3.	Air Release Valve Install.	Each	1	3	+300.0%
	Variations in grade line required additional air relaase valves.				
4.	Drain Valve Assemblies	Each	3	4	+33.3%
	Variations in grade line required additional drain valve assembly.				
5.	Hydraulic Control Facility	LumpSum	All	All	0.0%
6.	Irrigation Water Supply Facility	LumpSum	All	All	0.0%
7.	Domestic Water Regulation Reservoir	LumpSum	All	All	0.0%
8.	Well Housihg	LumpSum	All	All	0.0%
9.	Well Pumping Installation	LumpSum	All	All	0.0%
10.	Type 2 Fence	Lin. Ft.	250.0	260.0	+4.0%
11.	12' Single Gate	Each	1	1	0.0%
12.	Irrigation Water Receiving Reservoir	LumpSum	All	All	0.0%
13.	Float Valve Assembly	LumpSum	All	All	0.0%
14.	Irrigation Booster Pump Suction Line	LumpSum	All	All	0.0%

STATEMENT OF OVERRUNS & UNDERRUNS

Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy.
Umatilla County
Contract 8442

Item	Original Quantity	Semi-final Quantity	Percent +/-
Contract Bid Items	$102,990.00	$107,493.04	+4.4%
Anticipated Items	1,000.00	0.00	-100.0%
Contingencies	4,679.55	5,057.33	+8.1%
Adjustments (Liquidated Damages)	0.00	-500.00	
Engineering	9,359.10	14,844.74	+58.6%
TOTAL CONTRACT COST:	$118,028.65	$126,895.11	+7.5%

NARRATIVE REPORT(cont)
Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy.
Umatilla County
Contract 8442

DOMESTIC WELL OPERATION:

The domestic well installation and housing were installed according to plan and has worked well from the time it was put into use. A good stream of clear water is being pumped into the rewervoir and no signs of lack of water have been observed. The fencing around the domestic well iste was changed somewhat from the plans. This was due to the areas topography, along with trees in the way and the location of existing fence and access road.

ELECTRICAL:

The electrical work provided by the sub-contractor (Zephyr Electric) was done without too much problem. A couple of times he was told to change some of what he had done because of unnecessary deviations from plans, but overall the electrical work did not provide problems except for the irrigation water supply facility problem mentioned previously. And, as it turned out, that was not the fault of electrical design or installation.

Problems were encountered, however, in the supplying of power to the domestic well site. This was not a contractor caused problem, even though it did affect his work schedule. Umatilla Electric Co-op was to provide power to the well site from near the highway at Emigrant Park. This power was to go underground, shich caused a conflict with the park's people because of the damage this would do to the brush, trees, etc. Harlen Gerlach, Region Utilities Engineer, co-ordinated efforts between all parties involved and we eventually got the OK and the power was installed to the well site as per plan.

SOD LAWN:

The sod lawn item on this project was done in the early summer of 1978 after nearly a year of delay. The contractor had originally planned on laying the sod the summer of 1977, but lack of water at the irrigation pond, getting power to the water supply and the contractor's source of sod not having sod meeting specs at the time it was wanted all contributed to the delay he encountered. The installation of the sod lawn went real well, as the ground was not as rocky as the surface showed it to be. The ground was tilled, raked, etc. and the sod layed. The only major problem the contractor had with the sod was in keeping the sprinkler heads cleaned out. This sprinkler system was layed several years ago and apparently not flushed out good. Our office had the OSHD landscape people help the contractor clean these heads. When the two week establishment period was up, the sod overall looked good and was accepted.

NARRATIVE REPORT (cont)
Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy.
Umatilla County
Contract 8442

HYDRAULIC CONTROL FACILITY:

The hydraulic control facility was installed according to plan with the exception that the location was slightly changed due to the terrain in the field, and the heater in the facility is 110 volt instead of 240 volt. The change in heater voltage came about on the approved shop drawings.

IRRIGATION WATER SUPPLY FACILITY:

The installation of the irrigation water supply facility went pretty much according to plan, but problems were encountered when the faicily was put into use. The pump would work fine for several days, then the pump control overload "reset" button would trip and would have to be manually reset. This went on all summer (1977) whild the landscape crew was irrigating the lawn at the rest area. In the late summer (1977), a rest area worker went to the pond to reset the button on the pump control box and the pump did not start, just hummed. The contractor called Gene's Electric (pump work company) in Pendleton and had them check out the problem. The control box was changed, but did not help, so they pulled the pump and took it to their shop where they found that it was burned out. In the spring (1978) a new pump was put in and it started to trip the reset button also, but more often. Bob Rennels, State Hwy. electrician, was called in to see if he could determine what the problem was. He noticed that when the water was shut off at the rest area, the pump would start to violently cycle, shut off and on), then, after several seconds, trip the reset button on the control box. After considerable time, it was discovered that the surge tank in the pump house was charged to about 60 psi, where as the tank pressure should have been at 40 psi. Rennels bled the tank down to about 30 psi, and the hammering-cycling problem was eliminated. It is not clear who charged the pressure in the tank so high, but it must have been the contractor's men, since the State Highway personnel have not serviced any of the newly constructed facilities. At any rate, the high tank pressure seems to be responsible for the pump motor problems and at least partially responsible for the broken PVC water lines in the conduits mentioned previously. The irrigation supply facility is now working well.

DOMESTIC AND IRRIGATION RESERVOIRS:

The reservoirs installed for the domestic water regulation and irrigation water receiving were installed according to plan with the exception of slight location changes due to topography. The domestic reservoir was placed on gravel bedding in clay material with gravel-clay backfill-mounding, while the irrigation reservoir was layed on gravel bedding in solid rock material and backfill-mounded with clay-silt rocky material. The float valve installation in the irrigation receiving reservoir was altered somewhat so as to allow an in-line strainer to be used to catch small gravel that had not been washed out of the lines during the flushing process. The same was done on the float valve installed in the existing 25,000 gallon domestic reservoir at Deadmans Pass. These strainers were provided by the contractor at his expense. The reservoirs are doing the [illegible] problems in operation.

85N

Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy.
Umatilla County
Contract 8442

NARRATIVE REPORT

Versteeg
Christensen Don
Georgs
Olson
Terpin
AB Sullivan Copy
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

GENERAL:

Deadmans Pass Safety Rest Area was a project to provide domestic and irrigation water to the rest area from sources near Emigrant Park, as the existing water supply at the rest area was not adequate for summer demand. Approximately 6 miles of both domestic and irrigation lines were previously installed on the Emigrant Hill-Meacham pavement overlay job in 1975. These lines were terminated near the rest area (approx. highway station 1097+00) on one end, and near the irrigation pond at Emigrant Springs State Park (approx. highway station 636+50) on the other end, with our project connecting into these ends. From these connections, our project ran lines to the water sources at Emigrant Park and the distribution facilities at Deadmans Pass Rest Area. Construction of pumping facilities, reservoirs and a pressure control facility were also done on this project.

WATER LINES:

The 2½" and 3" water lines were installed without any major problems. The plans showed the ends of the previously installed water lines being in different places than they really were (see "As Constructed" plans). This required an additional 644 lin. ft. of 3" water line to be installed over the plan quantity.

Some problem was also encountered in the trenching through the west bound rest Area. The existing underground water and sewer lines were not in the ground as shown on the "As Constructdd" plans of the rest area, therefore the trenching was slow and tedious, with some exploration done with the backhoe to try and find existing conduits under pavementto run the pipe through.

Another problem was encountered with the water line after the installation was completed. The "water hammer" produced by the stopping of flow in the lines caused the PVC pipe in the conduits under pavement to buckle back and forth and eventually break. This was because there is no loading of the pipe in the conduits to weight it down and hold in place. State Highway landscaping personnel replaced the broken PVC line with galvanized pipe in the conduits.

AIR RELEASE AND DRAIN VALVE ASSEMBLIES:

Due to the profile of the ground, additional air release and drain valves were required for the water lines. These installations were made according to plan and no problems were encountered with the installation. The plans called for 1 each air release valve, where 3 were required, while 3 each drain valves were set up in the plans and 4 were required.

8442

9

September 26, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 25, 1978, we wrote to you concerning release of final payment on Contract No. 8442 awarded to Loftus, Inc., dba Loftus Inc. of Washington, for water supply system improvement in Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County.

Final payment on this contract is $5,709.16 and the total contract amount is $107,043.04. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Loftus, Inc., dba Loftus
Inc. of Washington
122 S. Highland Drive
P. O. Box 6028
Kennewick, WA 99336

bc C. T. Keasey
Walt Hart
Wendell Schwartz

TELEPHONE 509-582-2461

LOFTUS, INC.

PAT W. LOFTUS, President
PAT D. LOFTUS, Vice President

P. O. BOX 6028
KENNEWICK, WASHINGTON
99336

November 9, 1978

Oregon State Highway Division
State Highway Buidling
Salem, Oregon 97310

Attn: R. J. Hacek,

RE: DEADMANS PASS SAFETY REST AREA - CONTRACT NO. 8442
Est. No. 6

Dear Mr. Hacek,

Enclosed is the signed Contract Payment Voucher No. 6 for the above contract.

Who do we contact to find out about the "Contractors Request for Increase in Number of Workdays" form we submitted Sept. 28.

We were not aware that liquidated damages had been assessed until we received Estimate No. 6 F for signature.

Very truly yours,

LOFTUS, INC.

Elaine K. Loftus
Sec-Treas

CC: Construction (Please Respond to 2nd Paragraph)
Comm. Serv ✓

NOTED
R. J. H[illegible]

NOTED
V. E. S[illegible]G

RECEIVED
NOV 14 1978
CONTRACT ACCOUNTING

RECEIVED
[illegible] 13 1978
HIGHWAY ACCOUNTING

NOTED
C. W. HEAD

E—320 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 28, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 30, 1978 days to July 10, 1978 days, within which to complete our Contract No. 8442, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: JUNE 1, 1978 thru JUNE 18, 1978: The State Maintenance crews had not had an opportunity to complete the irrigation system repair and start-up until June 19, 1978. If the sod had been installed before they had completed their repairs, it would have required replacement of the sod wherever their pipe excavations were.

We started grading June 19, and we completed the sod installation June 23. We began the 2 week establishment period June 24.

Respectfully submitted,

LOFTUS, INC.
Contractor

By Pat W. Loftus, President

CONSENT OF SURETY

Date October 5, 1978

We, United States Fidelity & Guaranty Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Hilda S. Campbell

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A nine calendar day extension is hereby granted for delays due to waterline repair work.

Recommended for Approval:

Region Construction EngineXXXXXXXX

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

State Printing 27909

Contract No. 8442

Project designation I-80N-6(62)228
State-Federal

Date awarded Sep. 28, 1976

Work started May 2, 1977

Per cent completed July 10, 1978
Date

Date of commencement
~~No. of Workdays Allowed~~ May 2, 1977

Date completed
~~No. of Workdays Used~~ July 10, 1978

No. of Added Workdays Requested 10

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 28, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 30, 1978 days to July 10, 1978 days, within which to complete our Contract No. 8442, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: JUNE 1, 1978 thru JUNE 18, 1978: The State Maintenance crews had not had an opportunity to complete the irrigation system repair and start-up until June 19, 1978. If the sod had been installed before they had completed their repairs, it would have required replacement of the sod wherever their pipe excavations were.

We started grading June 19, and we completed the sod installation June 23. We began the 2 week establishment period June 24.

Respectfully submitted,

LOFTUS, INC.
Contractor

By Pat W. Loftus, President

CONSENT OF SURETY

Date October 5, 1978

We, United States Fidelity & Guaranty Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Hilda S. Campbell
Attorney-in-fact Hilda S. Campbell

(SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 27, 1978

FILE: CON 5 #8442

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Deadmans Pass Safety Rest Area
Umatilla County
Contract No. 8442

Loftus, Inc., contractor on the subject project, requests a 10-day extension of time in which to complete the project. The contractor claims he was unable to perform the required work, as State Maintenance forces needed to get in the area to perform needed waterline repairs. Pertinent dates are:

Stop work order (total contract)	7-1-77
Total contract completion	7-31-77
Rescind stop work	6-1-78
Revised specified completion	7-1-78
2nd notification - total contract	7-10-78
Excess time used	9 days

The stop work order effective 7-1-77 was issued as it would be difficult to install the sod lawn, the only remaining contract item, due to the dry weather conditions and minimal amount of irrigation available. The stop work order was not rescinded until June 1, 1978 when specified material was available and weather conditions were favorable. The contractor was delayed from restarting work until June 19, 1978, as the State Maintenance crew needed to repair the waterlines. The contractor could not be assured of water to irrigate the sod until the repairs were made. The sod installation was completed June 26, 1978. Time was inadvertently stopped July 10, 1978 after the two week establishment period had been completed. Time should be stopped when all contract work is completed. This would be June 26, 1978, prior to the establishment period and the revised specified completion.

It is recommended that a nine calendar day extension be granted the contractor. This will extend the specified completion for the total contract to July 10, 1978 and will eliminate all liquidated damages.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
NOV 28 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OBJ:DA:fr
Att.
cc: W. E. Schwartz
W. C. Ferguson

#8442

November 28, 1978

Loftus, Inc.
Post Office Box 6028
Kennewick, WA 99336

Gentlemen:

Time Extension, Contract No. 8442
Deadmans Pass Safety Rest Area
Umatilla County
FAP No. I-80N-6(62)228

Your request for an extension of time on Contract No. 8442, Deadmans Pass Safety Rest Area, has been given careful consideration and review.

A nine calendar day increase is hereby granted for delays due to waterline repair work. The specified completion for the total contract will be extended to July 10, 1978. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
W. E. Schwartz
Robert Church
W. C. Ferguson
Richard Hacek

8442

8

December 7, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

A post-final payment for $450 will be made to Loftus, Inc., dba Loftus Inc. of Washington, on Contract No. 8442 for water supply system improvement at Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $107,493.04 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Loftus, Inc.
dba Loftus Inc. of Washington
122 S. Highland Drive
P. O. Box 6028
Kennewick, WA 99336

bc C. T. Keasey
Walt Hart
Wendell Schwartz

[illegible]

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Deadmans Pass Safety Rest Area Date November 15, 1978

Highway Old Oregon Trail Contract No. 8442

County Umatilla Kind of Work Water Supply System Improvement Contractor Loftus, Inc.

	Authorized	Estimated	
Contract Amount	$102,990.00	$107,493.04	
Anticipated Items	1,000.00	0	
Contingency (4½%) SFO #1; 2; 3	4,679.55	4,999.30	
Engineering	9,359.10	23,300	
Credits			
PROJECT COST	118,028.65	135,792.34	
NET INCREASE $		17,763.69	15%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C -- Bid Item #2-3" PVC Water Main	$24,638.40	$ +2,318.40
C -- " #3 - Air Release Valve	3,168.00	+2,112.00
C -- " #4 - Drain Valve Assembly	4,184.00	+1,046.00
C -- " #17 - Furnish and place topsoil	0	- 675.00
A -- Temp. Eros. Cont. & adjust sprinkler heads	0	-1,000.00
U -- SFO #1 - Purchase conduit, underground power	977.33	+ 977.33
U -- SFO #2 - Install 3" steel conduit, power	1,751.97	+1,751.97
U -- SFO #3 - Dig trench, cover 2" conduit w/6" of conc.	2,270.00	+2,270.00
Engineering	23,300.00	13,940.90
Overtime Penalty		

Principal reasons for overruns (Continue on reverse side): Work on this project progressed slowly and required constant inspection. Engineering charges from other crews were quite excessive. A tabulation of charges by crew numbers is enclosed.

Continued on Reverse Side

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______________________ Resident Engineer

Noted by ______________________ Construction or Bridge Engineer

Confirmed by ______________________ REGIONAL CONSTRUCTION ENGINEER

Noted by ______________________ ~~Deputy or~~ State Highway Engineer

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Deadmans Pass Safety Rest Area **Date** November 15, 1978

Highway Old Oregon Trail **Contract No.** 8442

County Umatilla **Kind of Work** Water Supply System Improvement **Contractor** Loftus, Inc.

		Authorized	Estimated
Contract Amount		$102,990.00	$107,493.04
Anticipated Items		1,000.00	0
Contingency (4½%)	SFO #1; 2; 3	4,679.55	4,999.30
Engineering		9,359.10	23,300
Credits			
PROJECT COST		118,028.65	135,792.34

NET INCREASE $ 17,763.69 15%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C -- Bid Item #2-3" PVC Water Main	$24,638.40	$ +2,318.40
C -- " #3 - Air Release Valve	3,168.00	+2,112.00
C -- " #4 - Drain Valve Assembly	4,184.00	+1,046.00
C -- " #17 - Furnish and place topsoil	0	- 675.00
A -- Temp. Eros. Cont. & adjust sprinkler heads	0	-1,000.00
U -- SFO #1 - Purchase conduit, underground power	977.33	+ 977.33
U -- SFO #2 - Install 3" steel conduit, power	1,751.97	+1,751.97
U -- SFO #3 - Dig trench, cover 2" conduit w/6" of conc.	2,270.00	+2,270.00
Engineering	23,300.00	13,940.90
Overtime Penalty		

Principal reasons for overruns (Continue on reverse side): Work on this project progressed slowly and required constant inspection. Engineering charges from other crews were quite excessive. A tabulation of charges by crew numbers is enclosed.

Continued on Reverse Side

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______________________
Resident Engineer

Noted by ______________________
Construction or Bridge Engineer

Confirmed by ______________________
REGIONAL CONSTRUCTION ENGINEER

Noted by ______________________
~~Deputy or~~ State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8442

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 7, 1978

Warren Richards

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Increased Project Authorization Request
Deadmans Pass Safety Rest Area
Umatilla County
Contract No. 8442

This Federal-aid Interstate project was awarded September 28, 1976 to improve the water supply system for the rest area. The project has recently been completed and an overrun in the project authorization is apparent.

Contract items 2, 3 and 4 overran by a total of $5,476 due to the ground profile and an error in the plan location for water mains. State forces installed electric power supply to two pump installations for the project water supply which were covered by State Force Orders 1 and 2 at a cost of approximately $2,729. This work had not been anticipated. Also unanticipated was the $2,270 cost for work required by Umatilla Electric Cooperative so they could install an underground primary power line.

The engineering is anticipated to overrun by approximately $13,940. This is partially due to the length of time required to complete the project. Due to unusually dry conditions, installation of the sod lawn was delayed from the summer of 1977 until the spring of 1978 when irrigation was possible. Engineering charges by other than the resident engineer crew were greater than usual. Much of these charges were related to the electrical supply work covered by State Force Orders 1 and 2.

The current estimate of the project cost is $135,792.34, an overrun of $17,763.69 or 15.1%. A rough draft letter to the Transportation Commission together with a request for an increased project authorization is enclosed.

PCRB approval is not required. FHWA participation is expected in all charges except for approximately $6,460 of engineering beyond the maximum eligible.

OBJ:WR:fr
Enc.
cc: W. E. Schwartz
W. C. Ferguson
Robert Church

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR
Info | Inves | R.D. | D.R | Sign | Act | File

DATE: December 7, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Deadmans Pass Safety Rest Area
Umatilla County, Contract No. 8442

This federal-aid Interstate project was awarded September 28, 1976, to improve the water supply system for the rest area. The project has recently been completed and an overrun in the project authorization is apparent. The current estimated cost is $135,792, an overrun of $17,763, or 15.1%.

Contract items overran approximately $4,500 because of the need for additional length of water main and changes in the air release valves and drain valves due to the ground profile. Installation of electrical power supply by State forces to two pumps and work required by a utility for primary power line installation resulted in approximately $5,000 of unanticipated charges.

Engineering is anticipated to overrun by approximately $13,940. The length of time required to complete the project and design costs associated with the electrical power supply to the pumps were major contributors to the engineering overrun. Installation of the sod lawn was delayed from the summer of 1977 to the spring of 1978 when irrigation was possible because of unusually dry soil conditions.

This matter will be on the consent calendar for your December meeting.

OBJ:WR:mk

bc: R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-80N-6(64)228
Deadman's Pass Safety Rest Area
Sewage Disposal System
Umatilla County

DATE: June 25, 1979

In reply refer to: HFO.4/5-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your letter of June 21, 1979, and agree that it is in the public interest for the State to furnish bedding material for the lagoon membrane.

We understand this material is located close to the project and is a byproduct of another quarry operation. Use of this material is considered energy efficient and will reduce the overall energy requirement for this project.

G.K. Hossner
for G. L. Green

cc:
ODOT (R W Ellison)

RECEIVED
STATE HWY ENGR
JUL 2 -'79
REFER TO
FOR
Info Inves R/D D/R Sig Act File

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: STATE (H S Co   er) 11 - 1 - 1

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 11-15-79	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-6(62)228
COMPLETION DATE 7-10-78	ACCEPTANCE DATE BY CONTRACT AGENCY September 22, 1978	TIME ELAPSED See below %	CONTRACT TIME specified completion date July 31, 1977
APPROVED EXTENSIONS See below	LOCATION Deadman's Pass Interchange east of Pendleton, Umatilla County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEADMAN'S PASS SAFETY REST AREA
WATER SUPPLY SYSTEM IMPROVEMENT

This project provided for additional water sources to satisfactorily support the rest area irrigation needs and domestic water demands; the existing water supply was inadequate to meet these requirements.

The contractor completed the work on July 10, 1978 nearly one year beyond the specified completion date. This matter is discussed in the final inspection report for this project. The contractor requested a time extension and by letter of November 28, 1978, the State granted a time extension such that all remaining liquidated damages were excused. The State by letter of June 24, 1977, had previously approved a 46 day time extension.

The final cost of the original contract items was $107,493. The original contract amount was $102,990. This final cost amounts to an approximate 4.4% overrun. The approximate final cost of the project including engineering and all changes is approximately $136,760.

All participating work has been completed.

The project is complete and it is recommened the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11/21

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 11-19-79	TITLE Field Oper. Engineer	DATE 11-19-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

C&A 6155 - 8-30-77

8442 Deadmans Pass Safety Rest 1976
Area Sec. of the Old Ore. Trail
(Water supply system improve.)

GOLD FISH FARM ROAD-LEBANON SECTION

PROJECT NO. F-10(1)

uminous surface basically 32 feet wide
ulders.

Fork Cox Creek Bridge #4226; Trtd.
an; L. 18'; H.C. 28.3'; loading H-20.

Creek Bridge #4227; Trtd. TB Span
8'; H.C. 28.5'; loading H-20.

hart Creek Bridge #4228; Trtd. TB
L. 76'; H.C. 28.2'; loading H-20.

x Creek Bridge #4229; Precast Panel
; L. 18'; H.C. 30.2'; loading H-20.

States Power Company Santiam Canal
ge #1162-A; RCDG; L. 93; H.C. 26;
ing H-20.

AC lanes with 4-foot shoulders.

AC lanes with 4-foot shoulders.

k consists of resurfacing with
rlay a two lane section consisting
lanes with basically 4-foot paved
cidental work common to this type
djustment as required.

Right of Way: No additional required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan.

(b) Location/Design -- Not a factor in the development of this project.

Note: (1) This project is in Congressional District Nos. 2 and 4.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) Albany Municipal Airport and Lebanon Airport lie within two miles of the west and east end, respectively, of the project but will not be affected by the project.

(4) The east end of the project is located at the SPT Co. railroad crossing (No. CC-688.21-C) improved by addition of automatic short arm gates and flashing lights under Project No. RRP-196(29).

GOLD FISH FARM ROAD-LEBANON SECTION

PROJECT NO. F-10(1)

Existing Facility:

Roadway---Two lane bituminous surface basically 32 feet wide including shoulders.

Structures---(1) West Fork Cox Creek Bridge #4226; Trtd. TB Span; L. 18'; H.C. 28.3'; loading H-20.

(2) Cox Creek Bridge #4227; Trtd. TB Span L. 18'; H.C. 28.5'; loading H-20.

(3) Burkhart Creek Bridge #4228; Trtd. TB Span; L. 76'; H.C. 28.2'; loading H-20.

(4) Truax Creek Bridge #4229; Precast Panel Span; L. 18'; H.C. 30.2'; loading H-20.

(5) Mt. States Power Company Santiam Canal Bridge #1162-A; RCDG; L. 93; H.C. 26; loading H-20.

Adjacent Sections:

West End---Two 12-foot AC lanes with 4-foot shoulders.

East End---Two 12-foot AC lanes with 4-foot shoulders.

Project Data: The work consists of resurfacing with high type pavement overlay a two lane section consisting of two 12-foot travel lanes with basically 4-foot paved shoulders and other incidental work common to this type of project. Utility adjustment as required.

Right of Way: No additional required.

System Action, Railroads, Airports, Water Developme and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project a 10e.

IM 50-1-70 Requirements: Exempt from State Cleari 4 Clearinghouse A-95 review under working agreemen

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon

(b) Location/Design -- Not a factor in the develop

Note: (1) This project is in Congressional Distr

(2) On-the-job trainees, as set forth in FH 7-2(2), on this project will be determ and the number stipulated in the PS & D

(3) Albany Municipal Airport and Lebanon A miles of the west and east end, respec but will not be affected by the project

(4) The east end of the project is located railroad crossing (No. CC-688.21-C) im of automatic short arm gates and flash Project No. RRP-196(29).

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

8-20-76

5 typewriter spaces) ny to Lebanon	**ADT**	PRESENT 6,200	FUTURE 11,200	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 010	ITEM NO. RF 117

	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 10	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.

nsolidated Primary

COUNTY NAME Linn CODE 043

ROUTE NO. P FEDERAL-AID 10 (old 37) STATE 16 U.S. 20

PROGRAM STAGE ☐ 1 OR ☒ 2

ébanon

	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	"Gold Fish Farm Rd.- Lebanon Section"	10.82*	660,000	565,800	94,200		ROW-70' min.; Access control-none; Parking restrictions- none. Util. adj. as requirec
JLG	PROJECT TOTALS	10.82*	660,000	565,800	94,200		

REMARKS

*Includes 0.33 mi. no work section.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 8-20-76

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 20, Albany to Lebanon	ADT	PRESENT 6,200	FUTURE 11,200	YEAR 96	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High Type Pavement	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 10

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Linn	CODE 043
	NAME OF URBAN AREA Lebanon	ROUTE NO. P	FEDERAL-AID 10 (old 37) · STATE 16 · U.S. 20

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Gold Fish Farm Rd.- Lebanon Section"	10.82*	660,000	565,800	94,200	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	10.82*	660,000	565,800	94,200	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*Includes 0.33 mi. no work section.

-over

5441

15

PRO 6-2

August 20, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
for D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. F-10(1)
Linn County

[illegible]

We are submitting program data for one project, Item No. RF-117, Project No. F-10(1), "Gold Fish Farm Road-Lebanon Section".

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

We request the following:

(1) Concurrence that the Project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Approval of the program for inclusion in the Federal-Aid Consolidated Primary Highway Program.

JLG:pal
Enclosure
dc: C. O. Fredrickson (Region 2)

8441

F-10(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: Gold Fish Farm Rd. (Lebanon)

PROGRAM NO.:

COUNTY NAME: Linn

ITEM NO.: RF-117

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO Rulien
FOR

Info	Invs	R/D	D/B	Sign	Act	File
					✓	

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-26-76

FEDERAL ROUTE NUMBER: Primary 10 (old 37)

STATE ROUTE NUMBER: Primary 16

GENERAL LOCATION:
US 20 Albany to Lebanon

GENERAL DESCRIPTION OF WORK:
High Type Pavement, Including Utility Adjustments
(Code 6201 Miles 10.82*) (*Includes 0.33 Miles no work section)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Approval
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 8-20-76 letter I approve the subject project for inclusion in the Federal-aid Program.

DATE: 8-26-76

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible] for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-431-099

8441

13

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 10(1)

STATE PROJECT NO. Goldfish Farm Rd-Lebanon

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-117

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED 9-1-76

DATE AUTHORIZATION EFFECTIVE 9-1-76

FEDERAL ROUTE NUMBER Primary 10 (old 37)

STATE ROUTE NUMBER Primary 16

GENERAL LOCATION: U.S. 20 Albany to Lebanon

GENERAL DESCRIPTION OF WORK: Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*

Permanent pavement striping (S.F.)	$2,500
Temporary erosion control	2,500
On-the-job trainee	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-26-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Rulien's 8-30-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $674,650 - Federal funds $578,444.

A signed copy of the Title sheet is returned herewith.

DATE 9-20-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-088

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 0(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-117

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO Quelion
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-1-76	10-4-76	Primary 10
		STATE ROUTE NUMBER
		Primary 16

GENERAL LOCATION:
"Gold Fish Farm Road - Lebanon"

GENERAL DESCRIPTION OF WORK:
Raise and adjust structures.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE~~ OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $20,000 - Federal Funds $17,160.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-17-76		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

GOLD FISH FARM ROAD-LEBANON SECTION
NONPARTICIPATING-STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

Extra for Asphalt Walks	140 sq. yd.	2.00	280.00
Extra for Asphalt Paved Mailbox Turnouts	98 only	50.00	4,900.00
Delineators	180 only	12.60	2,268.00
			$ 463,411.75

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,500.00
Temporary Erosion Control (E.W.)	" "	2,500.00
On the Job Trainee (1 $800) (E.W.)	" "	800.00
		$ 5,800.00

Subtotal	$ 469,211.75
Engineering	63,343.25
Total	$ 532,555.00

Length of Roadway	10.453 miles
Length of Structures (2 exceptions)	0.031 mile
Total	10.484 miles
Cost of Roadway per mile	50,947.57

Work Retained in Program Status
(Not included in totals below)

Raise and Adjust 3 str. (S.F.	All Required	$ 20,000.00

Federal Funds (85.80%)	$ 456,932.00
State Funds	75,623.00
Total	$ 532,555.00

Group 1 100%
Contract No. 8441
Prefix No. 22-1062

File

Oregon State Highway Division
Salem, Oregon, October 26, 1976

Federal-aid Project
No. F-10(1)

GOLD FISH FARM ROAD-LEBANON SECTION
SANTIAM HIGHWAY
LINN COUNTY

Project agreement estimate.
No. P.E.

Type Code 6201
Roadway (STA. 166+45 to Sta. 399+80) (Sta. 417+40 to Sta. 737+60)

Furnish Field Laboratory	1 only	1,500	$ 1,500.00
Mobilization	All Required		12,000.00
Temporaty Protection and Direction of Traffic	" "		5,500.00
Temporary Signs	563 sq. ft.	4.00	2,252.00
" Barricades	1 only	25.00	25.00
Flagmen	600 hr	18.50	11,100.00
Pilot Car	300 hr.	25.00	7,500.00
Removal of Structures and Obstructions	All Required		100.00
Embankment in Place	3,390 cu. yd.	4.00	13,560.00
Trench Excavation	30 "	20.00	600.00
Watering	125 M-gal.	10.00	1,250.00
Aggregate Shoulders	4,200 ton	4.80	20,160.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	4,700 ton	9.82	46,154.00
Class "E" Asphalt Concrete Mixture	16,500 "	9.67	159,555.00
Asphalt Cement in Mixture	1,470	75.00	110,250.00
Portland Cement or Lime Additive in Class "E" Mixture	165 ton	60.00	9,900.00
Asphalt in Tack Coat	32 ton	150.00	4,800.00
12-inch Culvert Pipe	560 lin. ft.	8.00	4,480.00
Guard Rail, Type 2A	1,750 "	8.40	14,700.00
" " " 3	75 "	15.75	1,181.25
Guard Rail Anchors, Type 1	16 only	210.00	3,360.00
Rail End Pieces, Type C	16 only	105.00	1,680.00
Guard Rail Blocks	52 only	3.20	166.40
Rail Element	266 lin. ft.	7.35	1,955.10
Guard Rail on Bridge 1162A	175 "	21.00	3,675.00
Extra for Asphalt Approaches	232 only	80.00	18,560.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

STATE

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-55	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-6-76	State Oregon County Linn Project No. F-10(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, Albany to Lebanon

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-76	10.484
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 532,555	FEDERAL FUNDS $ 456,932

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator DEC 6 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Anticipated Items

Raise and Adjust 3 Str. (SF #1)	All Required	$ 20,000.00
Permanent Pavement Striping (S.F.)	All Required	2,500.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
On-the-Job Trainee (1 @ $800)(E.W.)	All Required	800.00
		$ 25,800.00
	Subtotal	$489,211.75
	Engineering	66,043.25
	TOTAL	$555,255.00

Length of Roadway	10.453 miles
Length of Structures (2 exceptions)	0.031 mile
Total	10.484 miles
Cost of Roadway Per Mile	$53,119.20

Federal Funds	$476,400.00
State Funds	78,855.00
TOTAL	$555,255.00

Group 1 - 100%
Contract No. 8441
Prefix No. 22-1062

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 24, 1977

Federal Aid Project
No. F-10(1)

GOLD FISH FARM ROAD-LEBANON SECTION
SANTIAM HIGHWAY
LINN COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 166+45 to Sta. 399+80)(Sta. 417+40 to Sta. 737+60)

Furnish Field Laboratory	1 only	1,500.00	$ 1,500.00
Mobilization	All Required		12,000.00
Temporary Protection and Direction of Traffic	All Required		5,500.00
Temporary Signs	563 sq.ft.	4.00	2,252.00
Temporary Barricades	1 only	25.00	25.00
Flagmen	600 hr.	18.50	11,100.00
Pilot Car	300 hr.	25.00	7,500.00
Removal of Structures & Obstructions	All Required		100.00
Embankment in Place	3,390 cu.yd.	4.00	13,560.00
Trench Excavation	30 cu.yd.	20.00	600.00
Watering	125 M-gal.	10.00	1,250.00
Aggregate Shoulders	4,200 ton	4.80	20,160.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	4,700 ton	9.82	46,154.00
Class "E" Asphalt Concrete Mixture	16,500 ton	9.67	159,555.00
Asphalt Cement in Mixture	1,470 ton	75.00	110,250.00
Portland Cement or Lime Additive in Class "E" Mixture	165 ton	60.00	9,900.00
Asphalt in Tack Coat	32 ton	150.00	4,800.00
12-inch Culvert Pipe	560 lin.ft.	8.00	4,480.00
Guardrail, Type 2A	1,750 lin.ft.	8.40	14,700.00
Guardrail, Type 3	75 lin.ft.	15.75	1,181.25
Guardrail Anchors, Type 1	16 only	210.00	3,360.00
Railend Pieces, Type C	16 only	105.00	1,680.00
Guardrail Blocks	52 only	3.20	166.40
Rail Element	266 lin.ft.	7.35	1,955.10
Guardrail on Bridge 1162A	175 lin.ft.	21.00	3,675.00
Extra for Asphalt Approaches	232 only	80.00	18,560.00
Extra for Asphalt Walks	140 sq.yd.	2.00	280.00
Extra for Asphalt Paved Mailbox	98 only	50.00	4,900.00
Delineators	180 only	12.60	2,268.00
			$463,411.75

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-36		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 1		Project Number F-10(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 6, 1976,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 532,555	$ 555,255
Federal funds	$ 456,932	$ 476,400
Other revisions		

This modification is made for the following reasons: Increase in cost to include SFO #1.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of March, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. T. Schroder

for Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Rt 1, Box 255-B
Albany, Ore. 97321
June 7, 1977

RECEIVED
STATE HWY ENGR
JUN 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to

State Highway Dept.
Salem, Oregon

Dear Sir:

I am not sure what department to write too, so if this isnt right would you forward it please.

Are they going to widen the So. Santiam Highway #20 from Albany City limits to Cottonwoods or all the way to Lebanon. When we purchased this property two years ago we were told they weren't, but now they are doing work on the highway that might indicate that they are.

Please let us know.

Very truly yours
Edward E Roberts

S441

22-1062

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 8, 1977

Mr. Edward E. Roberts
Route 1, Box 255-B
Albany, Oregon 97321

Dear Mr. Roberts:

With reference to your June 7 letter, the surveying activity that you referred to is for a project called Goldfish Farm Road-Lebanon section. This construction project is basically a resurfacing (overlay) project and while mailbox turnouts will be paved, the only widening of significance is for left-turn refuges at Kennel Road and at Scravel Hill Road.

I trust that this is the information you wished, and would suggest that if you have any specific questions concerning this construction project, you may wish to call our Resident Engineer Richard Nelson in Corvallis, telephone 757-4196.

Sincerely,

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

John W. Sheldrake
REGION II ENGINEER

JWS/dea
bcc: H. S. Coulter
Howard Johnson
Dick Nelson w/copy of attached letter

[illegible] COULTER

RECEIVED
STATE HWY ENGR
JUN 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8441

16

Salem, Oregon
June 17, 1977

Lyle K. Watson
L. K. Watson
Design Engineer Supervisor

John Sheldrake
Region II Engineer

Goldfish Farm Rd.-Lebanon
Santiam Highway
Linn County

Enclosed are ~~three~~ two prints of Sheet 4 of Price Road-Goldfish Farm Rd. Section, showing in red pencil the two road approaches and the taper area that should be built under the current contract (Goldfish Farm Rd.-Lebanon Section).

The shoulder will taper from 8 feet at 160+10 to 4 feet at 167+70.

I have discussed this change with Richard Nelson, the Resident Engineer, and he advises that this change is feasible.

Please review and advise us if this can be included in the current project.

JM:az
cc: Richard Nelson (w/one print)
Jerry Miller

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 20 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring up / /
Other

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
F[illegible]1)

STATE PROJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
RF-117

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-1-76	7-1-77	Primary 10
		STATE ROUTE NUMBER Primary 16

GENERAL LOCATION:

"Gold Fish Farm Road - Lebanon"

GENERAL DESCRIPTION OF WORK:

Permanent Traffic Signing at Lebanon Hospital and at Scravel Hill Road by State Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ ~~PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-29-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 at a total estimated cost not to exceed $2,000 Federal Funds $1,700.

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-19-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending November 12, 1977.

REMARKS

All paperwork has been received and forwarded. Third Notification submitted November 8, 1977.

FINAL REPORT.

SIGNED Richard E. Nelson, Res. Engr. LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8441

8

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GOLD FISH FARM ROAD - LEBANON

WEEK ENDING: November 12, 1977

SECTION PREFIX: 22-1062

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Gold Fish Farm Road-Lebanon

KIND OF WORK: Paving

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 8441

FEDERAL AID PROJECT NUMBER: F-10(1)

DATE OF CONTRACT: September 28, 1976

DATE WORK STARTED: January 24, 1977

ESTIMATED COMPLETION DATE: September 2, 1977

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ work: 225

WORK DAYS USED

CALENDAR ~~DAYS USED~~ work: 225

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE: ——

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 556,390.34

EXCLUSIVE OF ENGINEERING: $ 512,271.28

ENGINEERING AUTHORIZATION: $ 44,119.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 459,522

ENGINEERING COST TO DATE: $ 38,100

DATE PROJECT WAS COMPLETED: September 2, 1977

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.97 %

PERCENT OF AUTHORIZATION: 86 %

PROJECT COMPLETED-SEMIFINAL ESTIMATE SUBMITTED TO REGION OFFICE 9/19/77.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					10.48
MILES PARTIALLY COMPLETED					
MILES COMPLETED					10.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,390 cy	4,200 ton			20,600 ton
TOTAL QUANTITIES CORRECTED TO DATE	1,192 cy	4,745 ton			19,463 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,192 cy	4,745 ton			19,463 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

FINAL REPORT.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
NOV 14 1977
CONSTRUCTION SECTION
Richardson
Glenn
Berg
Church
Gebauer
Widiner

8441 8

December 22, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 20, 1977, we wrote to you concerning release of final payment on Contract No. 8441 awarded to Morse Bros., Inc., for paving on the Gold Fish Farm Road-Lebanon Section of the Santiam Highway in Linn County.

Final payment on this contract is $1,000 and the total contract amount is $435,902.95 including $11,375.35 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8441

8

FORM #-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8441

Salem, Oregon
April 9, 1979

M D Glenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Gold Fish Farm Road-Lebanon
FAP No. F-10(1)
Contract No. 8441
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for non-spec. Class "B" or "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with FHWA.

Bid Item	Amount P.A. #4	Recomputed Amount
#13 - Class "B" or "C" A.C. Mix	$ 322.19	$ 498.56
#14 - Class "E" A.C. Mix	5,028.88	5,849.19
	$5,351.07	$6,347.75

The difference in amounts is $996.68. The amount to be credited to the project on a nonparticipating basis is $498.34.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
Dick Nelson
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

F-10(1) Gold Fish Farm-Lebanon 8441

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

April 16, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No.	Section	Contract No.
I-80N-7(44)306	S. Baker Int.-Pleasant Valley Int.	8058

The reduction in price for the non-spec. Class "E" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126 Winchester Int.-Garden Valley Blvd. 8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 1978.

I-5-2(81)77 Glendale Junction-N. Wolf Creek Int. 8190

The reduction in price on this project was computed in accordance with our

RECEIVED
APR 18 1979
OREGON DIVISION

Form 81-734-3122 (Rev 7-77)

#94411

U.S. [illegible]ERNMENT PRINTING OFFICE: 1974—732-828

STATE COPY

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 4-20-79	REPORT MADE BY Vincent Tabor, Asst. Area Engineer		PROJECT NO. F-10(1)
COMPLETION DATE 9-2-77	ACCEPTANCE DATE BY CONTRACT AGENCY 12-19-77	TIME ELAPSED 100 %	CONTRACT TIME 225 work days
APPROVED EXTENSIONS None	LOCATION Santiam Hwy. (US 20) from Albany to Lebanon, approx. 10.83 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SANTIAM HIGHWAY
GOLD FISH FARM ROAD-LEBANON
Grading, Paving and Guardrail

The project provided for an overlay of the existing 32 foot roadway section with high type pavement, and the upgrading of guardrail for safety.

The original overall cost was estimated at $556,390 and final costs at $498,023 for an underrun of approximately 10 percent.

Price adjustments for non-specification AC have been computed as per our March 1978 agreement resulting in a credit to Federal-aid participation.

RECEIVED
STATE HWY ENGR
[illegible] 1 - '79
REFER TO [illegible]
FOR
Info | [illegible] | [illegible] | [illegible] | Sign | Act | File

5-1
cy to

COPY SENT
[illegible]
W[illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4-23-79	TITLE Field Operations Engineer	DATE 4-30-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8441 Gold Fish Farm Rd-Lebanon 1976
Sec. of the Santiam Hwy.
(Paving)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation

We have an agreement which has been executed by Douglas County covering installation of traffic signals at the intersection of Garden Valley Boulevard and Broad Street-Steward Parkway.

The agreement provides that all costs related to the project will be paid by Douglas County.

The traffic signal installation is not on the state highway system; however, the County has requested that we do all engineering work and award the contract. Douglas County has submitted a check in the amount of $7,300 to cover our costs. After completion of the installation, a final accounting will be conducted to determine the changes by the State.

This will be an agenda item for your consideration at the September 24 meeting and your approval is recommended.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
Vern Skoog
Alfred Shirley, Jr.
Jack Graham
Gary Sund

RLS:ab dpy

September 26, 1975

5b

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

9/24/75

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5479

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Garden Valley Boulevard and Broad Street-Steward Parkway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (conf. agree. att.)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No activity all week
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	No activity anticipated.

REMARKS

STATUS OF WORK

Project is complete except for filling in saw cuts in pavement with epoxy.

WORK ANTICIPATED:

Epoxy saw cuts when weather is suitable.

SIGNED Curtis H. Duval LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

544

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. W. Garden Valley Blvd. at Stewart Parkway

WEEK ENDING: January 15, 1977

SECTION PREFIX: 7894

HIGHWAY: County Road No. 308

COUNTY: Douglas

NAME OF JOB: NW Garden Valley Blvd. @ Stewart Park.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Sims Electric Inc.

CONTRACT NUMBER: 8440

FEDERAL AID PROJECT NUMBER: N/A

DATE OF CONTRACT: September 28, 1976

DATE WORK STARTED: October 27, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

SPECIFIED WORK DAYS:

WORK DAYS USED:

MEN: SUPERVISION:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 57

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $42,486.37

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $38,775.77

ENGINEERING AUTHORIZATION: $3,710.60

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,842.00

ENGINEERING COST TO DATE: $3,100.16

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.6

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 83.5 %

DATE PROJECT WAS COMPLETED: December 10, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Traffic Signal Installation	
						100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Overcast & cool	0		
MONDAY 10	Rain & Cool	0		
TUESDAY 11	OVercast & Cool	0		
WEDNESDAY 12	Overcast & Cool	0		
THURSDAY 13	Overcast & Cool	0		
FRIDAY 14	Overcast & Cool	0		
SATURDAY 15				

Routing
RECEIVED
JAN 17 1977
CONSTRUCTION SECTION
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

8440

April 8, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On April 7, 1977 we wrote to you concerning release of final payment on Contract No. 8440 awarded to Sims Electric, Inc. for traffic signal installation on N.W. Garden Valley Blvd. at Stewart Parkway in Douglas County.

Final payment on this contract is $500 and the total contract amount is $20,437. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

CIA 5479 9-22-35

8440 N.W. Garden Valley Blvd. 1976
@ Stewart Parkway Sec.
(Traffic signal installation)

TTE SECTION

two-lane bituminous surface
e including shoulders.

RR, Br. No. 3365, HC-29.5'; VC-16.08'

uminous surface 32 feet wide including shoulders
uminous surface 34 feet wide including shoulders

rk consists of resurfacing with high-type pavement
ot two-lane section consisting of two 12-foot
ot shoulders, installation of guardrail at
dental work common to this type of project.

itional required.

ads, Airports, Water Development, Historical
None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 10 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings---None required under Oregon Action Plan.
(b) Creation/Design---Not a factor in the development of this project.

Note: (1) This project is in Congressional District No.2
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

CHINA HAT ROAD-LAVA BUTTE SECTION

PROJECT NO. RF-108(12)

Existing Facility:

Roadway---Basically a two-lane bituminous surface
40 feet wide including shoulders.

Structure---U xing OT RR, Br. No. 3365, HC-29.5'; VC-16.08'

Adjacent Sections:
N. End---Two-lane bituminous surface 32 feet wide including shoulders
S. End---Two-lane bituminous surface 34 feet wide including shoulders

Project Data: The work consists of resurfacing with high-type pavement overlay a basic 40-foot two-lane section consisting of two 12-foot travel lanes with 8-foot shoulders, installation of guardrail at OT RR U xing and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as s
in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearingho
District 10 Clearinghouse A-95 review under working ag

FHPM 7-7-5 Requirements:
(a) Public Hearings---None required under Oregon Acti
(b) Creation/Design---Not a factor in the developmen
project.

Note: (1) This project is in Congressional District
(2) On-the-job trainees, as set forth in FHWA
interim 7-2(2), on this project will be d
PS and E stage and the number stipulated
and E documents.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-26-76

typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of Bend SCL, S 7.41 mi		4,900	8,300	96	10	Oregon	41	073	111

NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							RF-	108	(12)		

PROJECT NUMBER

I. Projects Only

ral Primary

COUNTY NAME Deschutes CODE 017

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. P FEDERAL-AID 4* STATE 4 U.S. 97

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"China Hat Rd- Lava Butte Sec."	7.41	400,000	342,000	58,000		ROW-100' min.; Access control- partial; Parking restrictions- none
JLG PROJECT TOTALS	7.41	400,000	342,000	58,000		

REMARKS

* Old FAP 4

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-26-76

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 97, 2.5 mi S of Bend SCL, S 7.41 mi	**ADT**	PRESENT 4,900	FUTURE 8,300	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High Type Pavement	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMBER 108

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Deschutes				CODE 017
	NAME OF URBAN AREA ----------	ROUTE NO. P	FEDERAL-AID 4*	STATE 4	U.S. 97	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201	"	"China Hat Rd- Lava Butte Sec."	7.41	400,000	342,000	58,000	
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	7.41	400,000	342,000	58,000	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS	

* Old FAP 4

[illegible] PRO 6-2

July 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

NAL SIGNED BY

FROM L. W. Rulien D. E. SWAN
Program Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following three projects:

Item No. 111, Project No. RF-108(12), China Hat Rd.-Lava Butte Sec.
Item No. 112, Project No. RF-124(26), Thomas Cr.-Brookings Sec.
Item No. 113, Project No. RF-195(9), Eagle Cr-Klamath Co. Line Sec.

It is the Oregon State Highway Division's intention to receive bids for these projects on August 26, 1976.

We request for each project the following:

(1) Concurrence that the project, except Item No. 112, falls in the classification of nonmajor action as set forth in FHPM 7-7-2, papagraph 10e.

(2) Approval of the program for inclusion in the Federal-aid Rural Primary Highway Program.

JLG:pai
Enclosure

Cc: Alfred Shiffley, Jr. (region 3)
C. M. Williams (region 4)

4

ALL CLEAR 7/28/76

Donald L Dount

ENVIRONMENTAL REVIEW

Section Glen Baker Rd- ~~China Hat Rd~~-Lava Butte
Highway The Dalles-California
County Deschutes Region 4
Type of Work Overlay
Funds FA

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ Requesting FHWA to clear this through FHPM 7-7-2 para 10e

DIVISION OF STATE LANDS: No

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - application being made to DOGAMI for permit - anticipate no problems since site has been previously mined.

FISH & WILDLIFE COMMISSION: No

CORPS OF ENGINEERS: No

DEPT. OF ENVIRONMENTAL QUALITY: Noise: O.K. All Clear

OTHER: Archeological - None, All Clear

8-24

13

F-108(12)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator	PROGRAM NO.	STATE PROJECT NO. China Hat Rd - Lava Butte
	ITEM NO. RF-111	COUNTY NAME Deschutes
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-30-76	FEDERAL ROUTE NUMBER Primary Route 4
		STATE ROUTE NUMBER Primary Route 4

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
G
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL LOCATION:

U.S. 97, 2.5 miles south of Bend SCL - South 7.41 miles

GENERAL DESCRIPTION OF WORK:

High type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Program Approval
(TEC 400,000-FF $342,000)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-26-76 letter, I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-30-76		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-856

China Hat Rd - Lava Butte Sec
The Dalles - California Hwy
Deschutes County

NARRATIVE REPORT

As per request the area from MP 149.20 to 149.42 was surveyed and quantities calculated to widen this section to a 48' finished surface. This area is a lava flow and forms an hourglass configuration along the shoulder lines.

During the above operation is was found that from MP 148.11 to 149.13 there is a width deficiency. It is proposed to widen this areafrom the existing 15' Lt and 25' Rt (total 40') to the standard passing lane width of 20' Lt and 28' Rt (total 48') by excavation from the edge of existing bituminous surfacing outward and backfilling with suitable materials. This area is a snow zone and the width will increase traffic safety.

The last item was the survey of the railroad crossing wherein shoulder barrier is proposed. It should be noted that four (4) of the barrier sections will, of necessity, be special in shape to fit against existing structure members and maintain sufficient travel lane width.

Due to the small earthwork quantities involved (6850 Cu Yd Exc) it is the belief of this office that this work can be performed by equipment rental more economically than as a bid item (Gen Ex).

In the event that widening from MP 148.11 to 149.42 is performed it will be necessary to replace guideposts. It is recommended that spacing remain as is which will require thirty (30) posts.

The tenative base design was provided by Roland VanCleave, Region Geogolist, and it may be practical to utilize bituminous material from the adjacent abandonded roadway in lieu of crushed material.

H W Robertson

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

RDE RE RME RCE FAE
RTE RECEIVED ENV
RUE AUG 2 1976 RDE
RSO REGION 4 RBE
ASSIGNED____________

DATE August 2, 1976

TO Carl Williams
Region Engineer

FROM W. W. Robertson
Resident Engineer

SUBJECT Location Data
China Hat Rd - Lava Butte Sec
The Dalles - California Hwy
Deschutes County

Herewith the following data pertaining to subject:

1	Book	field notes	
1	Roll	X-sections	MP 148.11 to 149.42
1	Roll	X-sections	MP 142.69 (RR crossing)
1	Roll	Shoulder barrier detail	
1	Roll	Mass diagram	
1	Pad	Quantity calculations	
1	Sheet	Narrative report	

W W Robertson

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 9-1456

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
August 2, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: China Hat Road-Lava Butte Section
The Dalles-California Highway
Deschutes County

TO: Lyle Watson
Design Team Supervisor

Herewith information as listed on Letter of Transmittal from W. W. Robertson.

Robertson recommends that the widening work required be accomplished by equipment rental method. I strongly second that recommendation.

The quantities computed by Robertson will have to be incorporated with previously submitted data. There may be some duplication, however, particularly in surfacing.

An additional section of narrow width was discovered between M.P. 148.11 and M.P. 149.13. Quantities required for widening are included in the computations submitted herewith.

RAS:pw
cc: W.W. Robertson
Enclosures

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 0 3 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Reed
Cole
1 Sample
Erikson
2 Watson LW
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8-4-54 15

~~PRO 6-2~~

August 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. [illegible]

FROM
L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RF-108(12)
Deschutes County

We hereby request your approval of a minor program change to Item No. RF-111, Project No. RF-108(12), "China Hat Road-Lava Butte Section", as indicated below:

(1) Appropriation Code: Change to 010 (because of over obligation of Federal-aid Rural Primary funds).

(2) Class of Federal Funds: Change to Consolidated Primary.

(3) Project No.: Change to F-108(12).

(4) Project Location: Change "US 97, 2.5 mi. -----" to read "US 97, 3.7 mi. -----".

(5) Miles: Change to 6.19.

(6) Project Name: Change to "Glen Baker Road-Lava Butte Section" because the location of the beginning of the project has been moved southerly 1.22 miles.

The overall project cost does not require changing at this time.

JLG:md

cc: D. E. Swan

8434

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-108(12)
STATE PROJECT NO.
*Glen Baker Rd.-Lava Butte

PROGRAM NO.

COUNTY NAME
Deschutes

ITEM NO.
F-111

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 10 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File ✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
8-27-76

FEDERAL ROUTE NUMBER
Primary Route 4

STATE ROUTE NUMBER
Primary Route 4

GENERAL LOCATION:
*US 97 3.7 miles south of Bend SCL - south 7.41 miles.

GENERAL DESCRIPTION OF WORK:
Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-27-76 letter, I approve the program change as follows:

1. Appropriation Code: Change to 010 (because of over obligation of Federal-aid Rural Primary funds).
2. Class of Federal funds: Change to Consolidated Primary.
* 3. Project No.: Change to F-108(12)
* 4. Project Location: Change "US 97, 2.5 mi.----" to read "US 97, 3.7 mi.----."
5. Miles: Change to 6.19.
* 6. Project Name: Change to "Glen Baker Road-Lava Butte Section: because the location of the beginning of the project has been moved southerly 1.22 miles.

DATE
8-30-76

SIGNATURE OF APPROVING OFFICIAL
G. K. H for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8239 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-108(12)

STATE PROJECT NO. Glenn Baker Rd - Lava Butte

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. F-111

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 9-1-76

DATE AUTHORIZATION EFFECTIVE 9-1-76

FEDERAL ROUTE NUMBER Primary 4

STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:

U.S. 97 3.7 miles south of Bend SCL - south 7.41 miles.

GENERAL DESCRIPTION OF WORK:

Paving.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
Permanent pavement striping (S.F.) $1,500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-30-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-30-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $399,333-Federal funds $342,388.

A signed copy of the Title sheet is returned herewith.

DATE 9-20-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-896

Length of Project	6.19 miles
Cost of Roadway Per Mile	$ 58,419.38

Federal Funds	85.80%	$ 310,266.00
State Funds		51,350.00
Total		$ 361,616.00

Group 1 100%

Contract No. 8439

Prefix No. 9-1095

Oregon State Highway Division
Salem, Oregon, October 26, 1976

Federal-aid Project
No. F-108(12)

GLEN BAKER ROAD-LAVA BUTTE SECTION
THE DALLES CALIFORNIA HIGHWAY
DESCHUTES COUNTY

Project agreement estimate.

Type Code 6201
Roadway (M.P. 143+46 to M.P. 149.65)

Furnish Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		30,000.00
Temporary Protection and Direction of Traffic	" "		5,000.00
Temporary Signs	456 sq. ft.	5.00	2,280.00
" Barricades	18 only	70.00	1,260.00
Flagmen	200 hr.	17.00	3,400.00
Pilot Car	72 hr.	25.00	1,800.00
Aggregate Shoulders	1,900 cu. yd.	6.00	11,400.00
Class "E" Asphalt Concrete Mixture	12,050 ton	8.00	96,400.00
Class "C" Asphalt Concrete Mixture in Leveling	6,000 ton	8.00	48,000.00
Asphalt Cement in Mixture	1,235 "	79.00	97,565.00
Portland Cement or Lime Additive in Class "E" Mixture	120 "	70.00	8,400.00
Asphalt in Tack Coat	38 "	150.00	5,700.00
Extra for Asphalt Approaches	3 only	100.00	300.00
Delineators	130 "	20.00	3,600.00
			$317,105.00

Anticipated Items

Permanent Pavement Striping (SF.)	All Required	$ 1,500.00
	Subtotal	318,605.00
	Engineering	43,011.00
	Total	$361,616.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8439

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-57	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12 1 76	State Oregon County Deschutes Project No. F-108(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 3.7 mi. S. of Bend SCL, S. 6.19 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-76	6.19
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 361,616	$ 310,266

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 6 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Length of Project	6.19 miles
Coast of Roadway Per Mile	$75,545.23
Federal Funds:	$401,222.00
State Funds:	66,403.00
	$467,625.00

Group 1
Contract No. 8439
Prefix: 9-1095

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, October 20, 1977

FEDERAL AID PROJECT
No. F-108(2)
12

GLEN BAKER ROAD-LAVA BUTTE SECTION

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Revised Project Agreement Estimate

Type Code 6201
Roadway (MP 143+46 to MP 149.65)

Subtotal on previous estimate of October 26, 1976			$318,605.00
Previous Estimate			
Aggregate Shoulders	1,900 cu. yd.	6.00	11,400.00
Class "C" Asphalt Concrete Mixture in Leveling	6,000 ton	8.00	48,000.00
Asphalt Cement in Mixture	1,235 ton	79.00	97,565.00
			$156,965.00
Revised Estimate			
Aggregate Shoulders	7,294 cu. yd.	6.00	43,764.00
Class "C" Asphalt Concrete Mixture in Leveling	8,503 ton	8.00	68,024.00
Asphalt Cement in Mixture	1,458 ton	79.00	115,182.00
PA 2 Construct Truck Scale Site			
Mobilization	Lump Sum		3,000.00
Clearing and Grubbing	Lump Sum		2,000.00
Embankment in Place	3,679 cu. yd.	2.50	9,197.50
Watering	33 M-Gal	6.00	198.00
Structural Concrete in Reinforced Slab, Class 3300	Lump Sum		1,100.00
Reinforcement	Lump Sum		925.00
Structural Concrete Non-Reinforced Slab, Class 3300	Lump Sum		1,600.00
			$244,990.50
	Increase		28,025.50
	Subtotal		$406,630.50
	Engineering		60,994.50
	TOTAL		$467,625.00

8439

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-83		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Deschutes
MODIFICATION NUMBER 1	10-25-77	Project Number F-108(~~2~~ 12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 6, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 361,616	$ 467,625
Federal funds	$ 310,266	$ 401,222
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

scale pit and scale, and the installation of these components cannot be classed as falling within the definition of the terms "highway" and "construction," their costs are not eligible for participation from Federal-aid highway construction funds.

(2) Federal-aid Interstate construction funds may participate in the cost of construction of a truck weighing station on the Interstate System provided the number of complete weighing stations either for enforcement purposes, for planning and research purposes, or both, should not exceed an average of one complete station per 100 miles of Interstate highway (exclusive of toll highways) except that there be no more than 15 complete stations in any one State. A greater number of stations may be allowed by FHWA if justified.

b. Highway Planning and Research Funds

Highway planning and research (HP&R) funds authorized by 23 U.S.C. 307(c) may participate in the cost of the purchase and installation of the scale, scale pit, scale house, and service facilities for those stations operated for planning and research purposes in accordance with the State's established truck weighing program. HP&R fund participation will be limited to a pro rata of the cost based on the time the station is used for planning and research purposes to the total time the station is in operation. This pro rata should be established based on the previous two years of permanent pit scale operations at a similar location(s) on the same functional system.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID HIGHWAY PROGRAM MANUAL

VOLUME	6	ENGINEERING AND TRAFFIC OPERATIONS
CHAPTER	3	PRECONSTRUCTION PROCEDURES
SECTION	2	PROGRAM AND PROJECT PROCEDURES

SUBSECTION 11 FEDERAL PARTICIPATION IN COST OF TRUCK WEIGHING STATION CONSTRUCTION ITEMS

Transmittal 215
October 5, 1976
HNG-12

Par. 1. Purpose
2. Authority
3. General Considerations
4. Determination of Federal-aid Participation

1. PURPOSE

* *To set forth policies and procedures for Federal-aid participation in the cost of providing weighing stations on the Federal-aid highway systems.*

2. AUTHORITY

23 U.S.C. 101(a), 307(c), 315, and 49 CFR 1.48(b).

3. GENERAL CONSIDERATIONS

Procedural guidelines for determining the number and location of truck weighing stations are contained in Volume 4, Chapter III of the Highway Planning Program Manual.

4. DETERMINATION OF FEDERAL-AID PARTICIPATION

a. *Federal-aid Construction Funds*

(1) *Federal-aid highway construction funds may participate in the components of weighing stations which can be classed as falling within the definition of the terms "highway" and "construction" as established in 23 U.S.C. 101. Since the scale housing and its service facilities,*

*Regulatory material is italicized

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 15, 1977

FROM: V. F. Busch V. F. Busch
Chief Weighmaster

SUBJECT: Installation of Scale
South of Bend

TO: Mr. John A. Bond
Construction Section

The installation of a scale south of Bend for checking southbound truck traffic is needed for the following reasons:

In years past southbound trucks were regularly weighed at the present Bend scale. With the increase in traffic, it became more hazardous to have southbound trucks cross traffic to enter and leave the scale approaches. Selective southbound weighing was tried during off hours when traffic was light. This practice confused many truckers who were never sure whether or not they should stop southbound. Many failed to stop when they should have, while many more stopped or decelerated rapidly, thinking they missed the "Open" sign, thereby forcing following motorists into an emergency stop to avoid a rear-end collision.

There was some discussion of placing a southbound left-turn refuge lane at this location. Carl Williams, Regional Engineer, felt there would still be too great a hazard, especially for trucks returning to the highway after weighing. The condition is compounded by a semi-blind curve south of the scale which limits both the truckers' view of oncoming traffic and northbound drivers' view of slow-moving trucks entering the highway across the northbound traffic lane.

The Madras scale is located on The Dalles-California Highway north of its junction with the Warm Springs Highway, so the large volume of trucks from Portland cannot be weighed at that scale. Many could be checked at Bend.

Locally-grown potatoes and other products from the Central Oregon area are regularly hauled south into California. It would be better to weigh these trucks near their point of origin and to legalize as needed, rather than allow the overloaded trucks to travel to Klamath Falls where the next scale is located.

Weighing schedules at all the scales are on an irregular basis, so many trucks could leave the state without being checked. There would be little conflict between the proposed scale for southbound weighing at Bend and the Klamath Falls scale. The scale would provide added and better control of traffic to protect the highway without endangering highway users.

VFB:w

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 16 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8439

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 17, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Glen Baker Road-Lava Butte
Contract No. 8439
Southbound Scale

TO: E. S. Hunter
Deputy State Highway Engineer

Region 4 and the Permits Section propose the addition of a southbound truck weighing station under this contract. This would be opposite the existing northbound scale station, south of Bend and within the limits of this project.

The estimated cost with engineering and contingencies added is $101,934 which would be a 28 per cent overrun on the existing project authorization. The major components of the added work for aggregate shoulders and the A.C. make up 71 per cent of the estimated cost of the new facility and can be obtained at bid prices. Expected prices on the remaining items of work to be done under a price agreement would amount to 8.2 per cent of our existing contract amount, or less than the allowable 10 per cent before we would have to go to the Public Contract Review Board.

Under a recent change in federal procedures, all the roadway facilities would be eligible for federal participating (the scale housing and its service facilities, a scale pit and scale are not eligible). This has been discussed with FHWA and we see no problem in getting federal participation in all but about $6,850 of the estimated cost (which does not include the scale mechanism and house). Weighmasters advise that they expect to have about $30,000 remaining of an existing $79,000 scale improvement budget to contribute towards this facility.

This is a Primary Federal-aid project with 86 per cent federal funding. If the scale betterment funds were utilized, it would require an estimated $6,850 for the non-participating scale pit work, plus 14 per cent of the remainder, or $11,614 for matching, for a total of $18,464 (exclusive of engineering and contingencies). Scale betterment funds in addition to this would, of course, be required to provide the scale mechanism and house separate from this contract.

The field estimate and transmittal and a letter from Chief Weighmaster Busch citing the need for this facility are attached. This appears to be an opportune time to utilize attractive bid prices and federal participation to accomplish this work. May we have your approval to proceed with a price agreement? With the open winter, the contractor plans to start work soon and the pricing is contingent on an early start.

JAB:fr

Attachments

ESH
2-23-77

RECEIVED
STATE HWY ENGR
FEB 17 '77
REFER TO Keasey
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Orig - Keasey
2-23-77

JAB:fr ia

9

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Carl Williams
George Bell
Max Klotz

DATE: March 7, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Glen Baker Road-Lava Butte
Contract No. 8439

This project covers construction of 6.29 miles of asphalt concrete pavement overlay on The Dalles-California Highway immediately south of Bend. Work is just starting with completion expected this summer. The contractor is Babler Brothers, Inc.

It is desirable to add a truck weighing station for southbound vehicles within the limits of this project. This would be opposite an existing weighing station which now handles vehicles from both directions. A southbound facility would better fill the need for a weighing facility between the existing Madras and Klamath Falls scales. With increased traffic, it has gradually become more hazardous to have southbound trucks cross over to the existing northbound scale and then cross traffic again to head southbound.

The major work items in providing this new southbound facility are the base rock and A.C. paving. These can be secured at the existing contract prices. It is therefore proposed to do the necessary grading and paving and provide the scale pit and approach slabs as an addition to this contract. Firm prices have been secured from the contractor and, based on the estimated quantities, this will cost an additional $89,810. With engineering and contingencies added, the net total increase to the existing project authorization will be $101,934.35. A recent change in federal-aid regulations permits most of this work (all except the weighing mechanism and related facilities) to be federal participating. Funds available in the existing scale betterment budget can be utilized for the other items.

Your approval is therefore requested for an increase of $101,934.35 to a new total project authorization of $463,551.03 for this contract. This matter will be on the Consent Calendar for your consideration at the March 15 meeting.

[illegible] 13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 18, 1977

TO MEMO

FROM H. S. Coulter
State Highway Engineer

SUBJECT Glen Baker Road-Lava Butte Section
The Dalles-California Highway
Contract No. 8439

NOTED
E. S. HUNTE

At the informal meeting of the Commission on March 15 the question was raised by Commissioner Michael Hollern in regard to the scale site and resulting project authorization increase request on Contract No. 8439.

On March 17 this was reviewed in the field with Carl Williams and agreement was reached to not perform any additional work for the scale site until the Commission has had a chance to look at the site while attending the next Commission meeting April 19 in Bend.

HSC:ia

cc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
Carl Williams
Max Klotz

Cy Rulien
3-21-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
March 21, 1977

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Effects of Stop Work Order
on Scale House Site
Glen Baker Rd.-Lava Butte Section
Contract No. 8439
The Dalles-California Hwy.

Estimated cost of scale house site, pit, etc., as of Price Agreement No. 2, is $89,810. We have expended approximately $21,550 on the scale site as of March 18, 1977.

If we suspend operations and complete this construction in 1978, it is estimated that it will cost $89,000 additional. This means an increased cost of over $20,000 to postpone the construction.

A month's suspension of work on the scale site would throw the contractor's work schedule out of phase. He would have to complete some work at the scale site after the remainder of the contract was complete. This might leave us liable for a claim.

This scale site was requested and granted to foster the safe movement of traffic. Cross traffic on Highway 97 by big trucks is hazardous at best, but with increased traffic flow it gets steadily more dangerous.

This scale site is not a luxury like a point of entry, but a method of protecting our roads from being broken up by excess weight.

CMW:mr

RECEIVED
STATE HWY ENGR
MAR 22 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

bc R. A. Burco
. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Carl Williams
Max Klotz

DATE: March 22, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Glen Baker Road-Lava Butte Section
The Dalles-California Highway
Contract No. 8439

Item F(1) on the Consent Calendar for the March 15 Commission meeting was not removed during the formal meeting, even though discussed during the informal session. On March 17, I inspected the site on the ground and requested suspension of additional work, anticipating your review when in Bend next month.

Following a deeper analysis of the impact of halting work on the proposed truck scale, I withdrew my suspension on March 18.

The contractor had planned for and made arrangements to pour concrete this week. The crusher would start producing the surfacing aggregate either this week or early next week. Actual surfacing would commence about the first week in April, and the entire project would be completed by late May.

We have already expended over $20,000 on the scale site for which we probably would not obtain federal reimbursement if the work is not completed as part of this contract.

Suspension of the work for a month would have a large impact on the contractor's operations and would probably result in a need for re-negotiation of unit prices.

Because of the expenditure already made in the scale site, the impact on the contractor's operations by suspension of work, and the increased cost of construction either as part of this contract after a month's delay or later under a separate project, the decision was made to proceed with work at this time.

HSC:la

84-1

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

	Prior Allocation			New Allocation	
Contract	Amount	TCD	Change This Transaction	Amount	TCD
8081	$35,000	271918	-0-	$35,000	271994
8192	60,000	271917	(50,000)	10,000	271995
8235	25,000	271917	-0-	25,000	271995
8343	30,000	271917	-0-	30,000	271995
	25,000	271918	-0-	25,000	271994
	15,000	271939	-0-	15,000	271939
	70,000			70,000	
8375	30,000	271918	-0-	30,000	271994
8439	5,000	271918	-0-	5,000	271994
	10,000	271939	-0-	10,000	271939
	15,000			15,000	

Vernon E. Skoog
Controller

by
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W.Head
R. Church
C.W. Barrett(Att.)

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 16, 1977

FILE: S.C. 8439

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "C" Asphalt Concrete,
Glen Baker Rd.-Lava Butte,
Cont. #8439

TO: W. W. Robertson
Resident Engineer

As requested, we have reviewed gradation test results for aggregate to be used in Class "C" asphalt concrete paving on the Glen Baker Road-Lava Butte Section. Based on Design #77-4093 testing, it appears that with proper control of ½"-¼" aggregate feed at the paving plant, a mix within the 21 percent minimum pass #10 and 7 percent maximum pass #200 can be obtained.

However, should the produced mix contain excess pass #200 when the pass #10 is near the 21 percent minimum, a design gradation change outside specification broad band limits will be required. A mix gradation of 100% pass 3/4 inch, 56% ± 4 pass ¼ inch, 22% ± 4 pass #10, 10% ± 4 pass #40 and 5.5% ± 2 pass #200 is suggested.

Based on our current design and specification standards for asphalt concrete, the crushed base equivalency of the modified mix is 0.03 CBE less than that for the 2.00 CBE mix specified. For the required specification change, a price reduction for Class "C" mix of 1.5 percent (0.03/2.00) is required for the cost of mix and the design percent asphalt used in the mix.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
C. M. Williams
C. Gregg
R. Van Cleave

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson AB
Savage
Trout

RECEIVED
MAY 17 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July SUNDAY 17	
18 MONDAY	
19 TUESDAY	
20 WEDNESDAY	
21 THURSDAY	
22 FRIDAY	SEMI-FINAL ESTIMATE SUBMITTED TO REGION OFFICE
23 SATURDAY	

REMARKS

FINAL REPORT.

Third [illegible] (3) notification of commencement and completion dates for contract projects will be forwarded when the following are accomplished:

1) July EEO reports are received
2) Final cleanup of plant site is done.

SIGNED W W Robertson   LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8439 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Glen Baker Road - Lava Butte

WEEK ENDING: July 23, 1977

SECTION PREFIX: 9-1095

HIGHWAY: The Dalles - California

COUNTY: Deschutes

KIND OF WORK: Paving & Motor Truck Scale (PA #2)

NAME OF JOB: Glen Baker Road - Lava Butte

CONTRACT NUMBER: 8439

FEDERAL AID PROJECT NUMBER: F-108(12)

CONTRACTOR: Babler Brothers Inc

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: September 28, 1976

DATE WORK STARTED: February 28, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR WORKDAYS 200

WORK DAYS USED

CALENDAR WORKDAYS USED 152

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 76

PROJECT AUTHORIZATION: $ 463,551.03

EXCLUSIVE OF ENGINEERING: $ 426,793.68

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 444,267.43 (incl SFO #2)

ESTIMATED PERCENT OVERRUN 4 %

ENGINEERING AUTHORIZATION: $ 36,757.35

ENGINEERING COST TO DATE: $ 36,566.27

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 13, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				GRADING	SURFACING	MAINTENANCE MATERIALS	'C' Mix OIL & BITUMINOUS MACADAM	'E' Mix PAVING
MILES IN PROJECT				0.57	0.57		6.19	6.19
MILES PARTIALLY COMPLETED								
MILES COMPLETED				0.57	0.57		6.19	6.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4,020 CY	7,015 ton		8,525 ton	12,050 ton
TOTAL QUANTITIES CORRECTED TO DATE				3,680 CY	7,294 ton		8,503 ton	12,225 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				3,680 CY	7,294 ton		8,503 ton	12,225 ton
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen 9
Inloes
RECEIVED
JUL 25 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

8 12 3 [illegible]

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bras.,Inc.

We received safekeeping receipt 144688 for TCD 324795 in the amount of $65,000 and TCD324796 in the amount of $95,0 00 both maturing September 9, 1977. These replace TCD 324716 in the amount of $65,000 and TCD 324717 in the amount of $95,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8081	$ 35,000	(35,000)	-0-
8343	95,000	-0-	95,000
8375	30,000	-0-	30,000
8439	15,000	-0-	15,000
8504	10,000	35,000	45,000
	$185,000	-0-	$185,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.

The retainage requirement on contract 8343 has been reduced to $30,000. This releases $65,000. In accordance with a phone conversation with Mr. Richards of Babler Bros. on Sept. 12th, 25,000 will be applied to contract 8527 and the balance will be converted to cash.

We have received Safekeeping receipt 144688 for TCD 324871 in the amount of $95,000 and TCD 324872 in the amount of $25,000 both maturing October 12, 1977. These replace TCD 324795 in the amount of $65,000 and TCD 324796 in the amount of $95,000.

In addition Mr Richards indicated by memo of Sept. 2nd that the $5,000 released on contract 8375 whould be applied to contract 8504.

Summary:

Contract	Prior Allocation	Change	New Allocation
8343	$ 95,000	$ (65,000)	$ 30,000
8375	5,000	(5,000)	--
8439	15,000	--	15,000
8504	45,000	5,000	50,000
8527	25,000	25,000	50,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W . Head
R. Church
C.W. Barrett, Jr(Att.)

8439

9

November 2, 1977

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

Contract No. 8439 awarded to Babler Bros., Inc. for paving on the Glen Baker Road-Lava Butte Section of The Dalles-California Highway in Deschutes County was completed on June 13, 1977, and accepted by the State Highway Engineer on October 28, 1977.

The total contract amount is $415,531.43 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8439

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

November 7, 1977

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards,
Office Manager

Re: Contract 8439

This contract has been finalled. This releases the $15,000 securities deposited in lieu of retainage.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

CC: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, JR.

NOTED
C. W. HEAD

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

November 25, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97202

Attention: Don Klurz
Gen.Loan Officer

Re: Babler Bros.,Inc.

We received notice of the following TCD replacements:

Safekeeping Receipt	Prior TCD	Amount	New TCD	Amount	Maturity Date
144641	14-336992	$ 25,000	14-337071	$ 15,000	12-19-77
144688	14-336969	95,000	14-337057	90,000	12-14-77
144688	14-336977	25,000	14-337056	25,000	12-14-77
		$145,000		$130,000	

The only change in allocation is the release of $15,000 on contract 8439 which has been finalled.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: Babler Bros.,Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: State (H. S. Coulter,
Washington, D.C. (HHO-32)

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 10-17-78	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-108(12)
COMPLETION DATE 6-13-77	ACCEPTANCE DATE BY CONTRACT AGENCY 10-28-77	TIME ELAPSED $\frac{152}{200}$ = 76 %	CONTRACT TIME 200 CWD
APPROVED EXTENSIONS None	LOCATION Approximately 4.4 miles south of Bend, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
OCT 24 '78
REFER TO
FOR
Info Inve R&D D.R Sign Act File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GLEN BAKER ROAD-LAVA BUTTE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Paving

The project provided for the resurafacing of 6.19 miles of this section of The Dalles-California Highway.

The final cost of the original contract items was $384,441.24, which is a 21.1 percent overrun of the original contract amount of $317,105.00. The overrun is mostly due to the increased amount of aggregate shoulder material and A.C. leveling which was necessary to complete the work. The final project cost, including engineering as indicated by the final voucher, was $486,451.09. However, this amount includes $25,000 for State Force Order No. 2 for seal coat work. This work was not done, and, so, this item should be eliminated from the final voucher and the final project costs should be adjusted accordingly.

The project has been signed and striped. All participating work has been completed.

My recommendation of the final acceptance of this project is conditioned upon the correction of the final voucher to reflect the elimination of State Force Order No. 2.

A final inspection of the project was made on June 20, 1977.

COPY SENT
OCT 25 1978
Washington

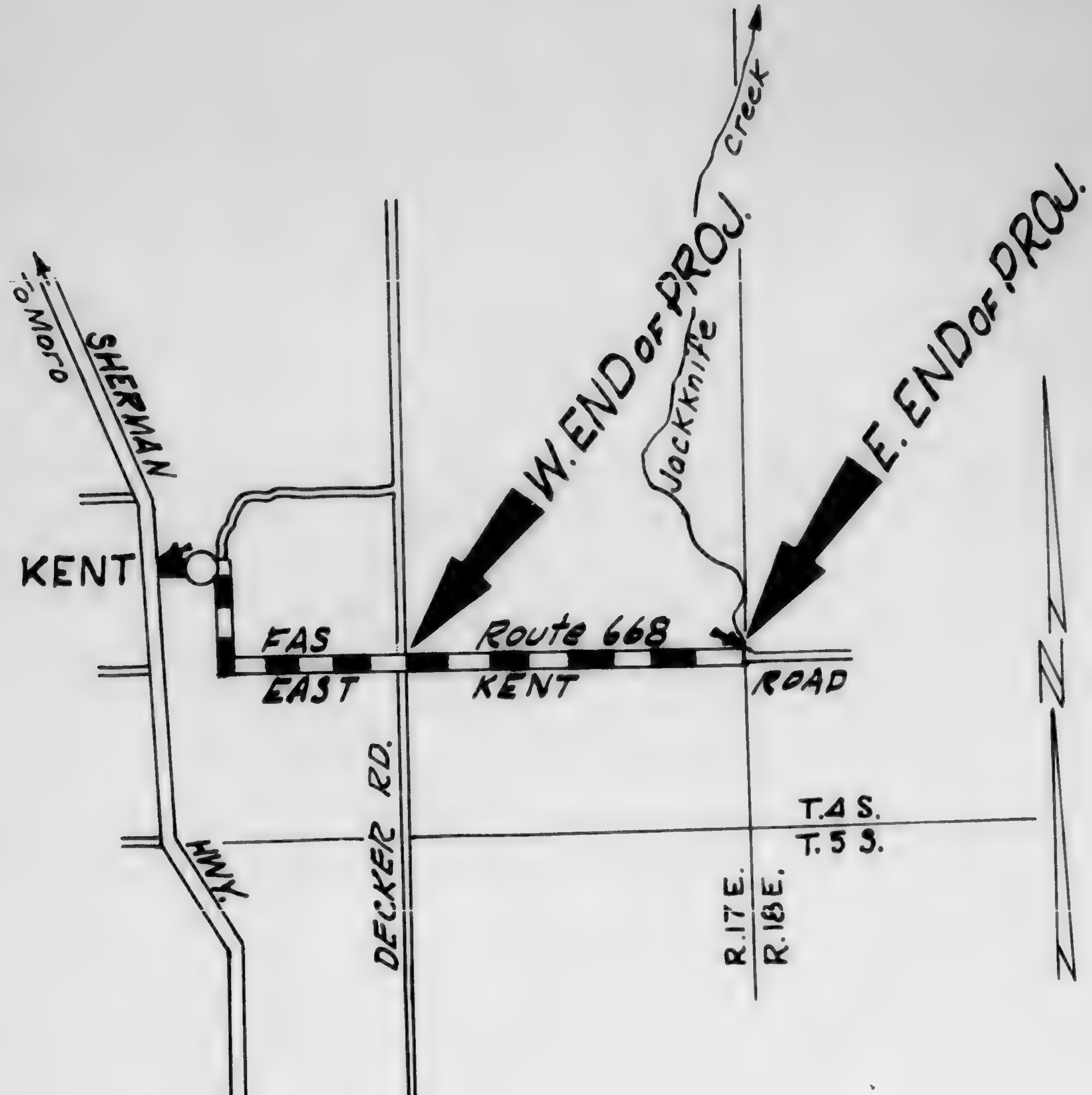
***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-20-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8439 Glen Baker Rd.-Lava Butte 1976
Sec. of The Dalles-Calif. Hwy.
(Paving)


To Moro
SHERMAN
HWY.
KENT
FAS Route 668
EAST KENT ROAD
DECKER RD.
W. END of PROJ.
E. END of PROJ.
Jackknife Creek
T.4 S.
T.5 S.
R.17 E.
R.18 E.
N
To Modros

DECKER RD.-JACKKNIFE CR. SECT.

EAST KENT RD. FAS 668

Sherman County

SHERMAN COUNTY
Proposed FAS-C Project

FAS 668
East Kent Road, Decker Road to Jackknife Creek Section
Grade, drain, base and oil
$150,000
Approximately 2 miles

This project is to grade, drain, base, and oil a roadway having a top width of 28'; 24' being oiled and a 2' gravel shoulder on each side. Contractor to sign outside of work area. No additional right-of-way required. Utilities are involved. State is to do the permanent striping.

State to make field survey and plans and award the contract.

75-g
9/9/75

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

1435

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

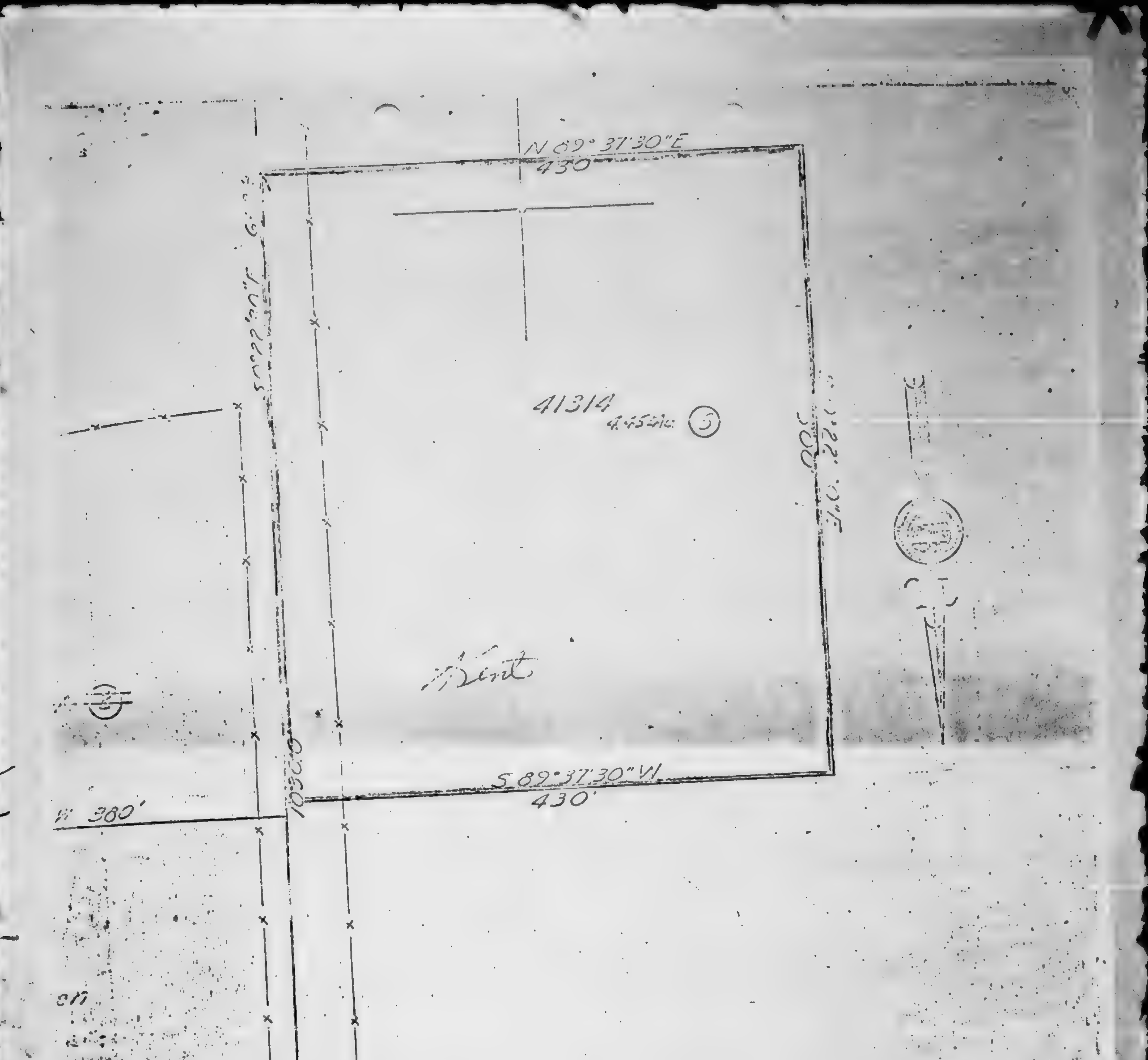
The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

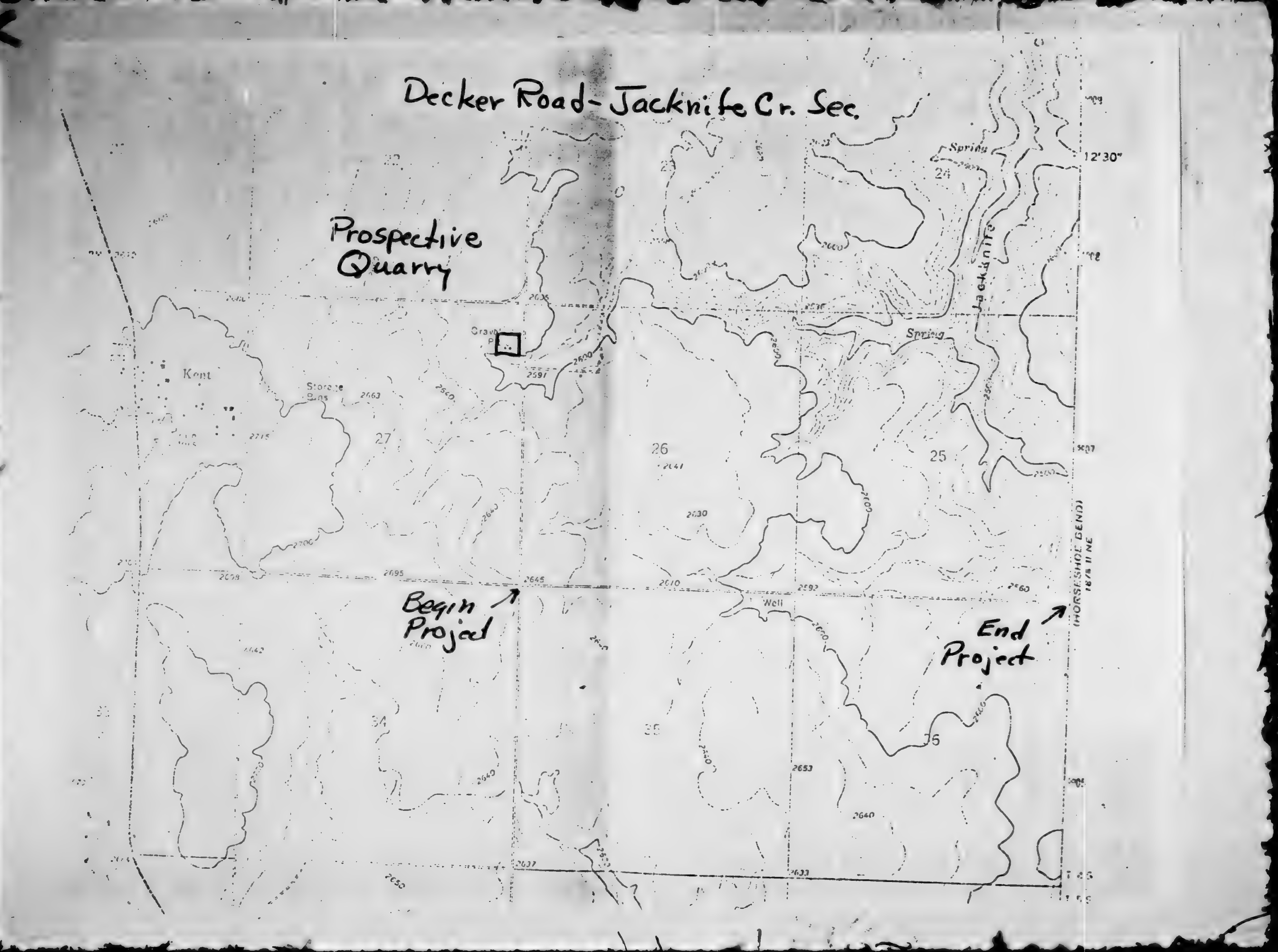
The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).


N 89° 37'30"E
430'
41314
4.45 Ac.
⑤
Kint.
S 89°37'30"W
430'
W 380'
1050.0
S 0°22'00"E
300'
0°22'00"
N 1°
20'

APR 25 1967



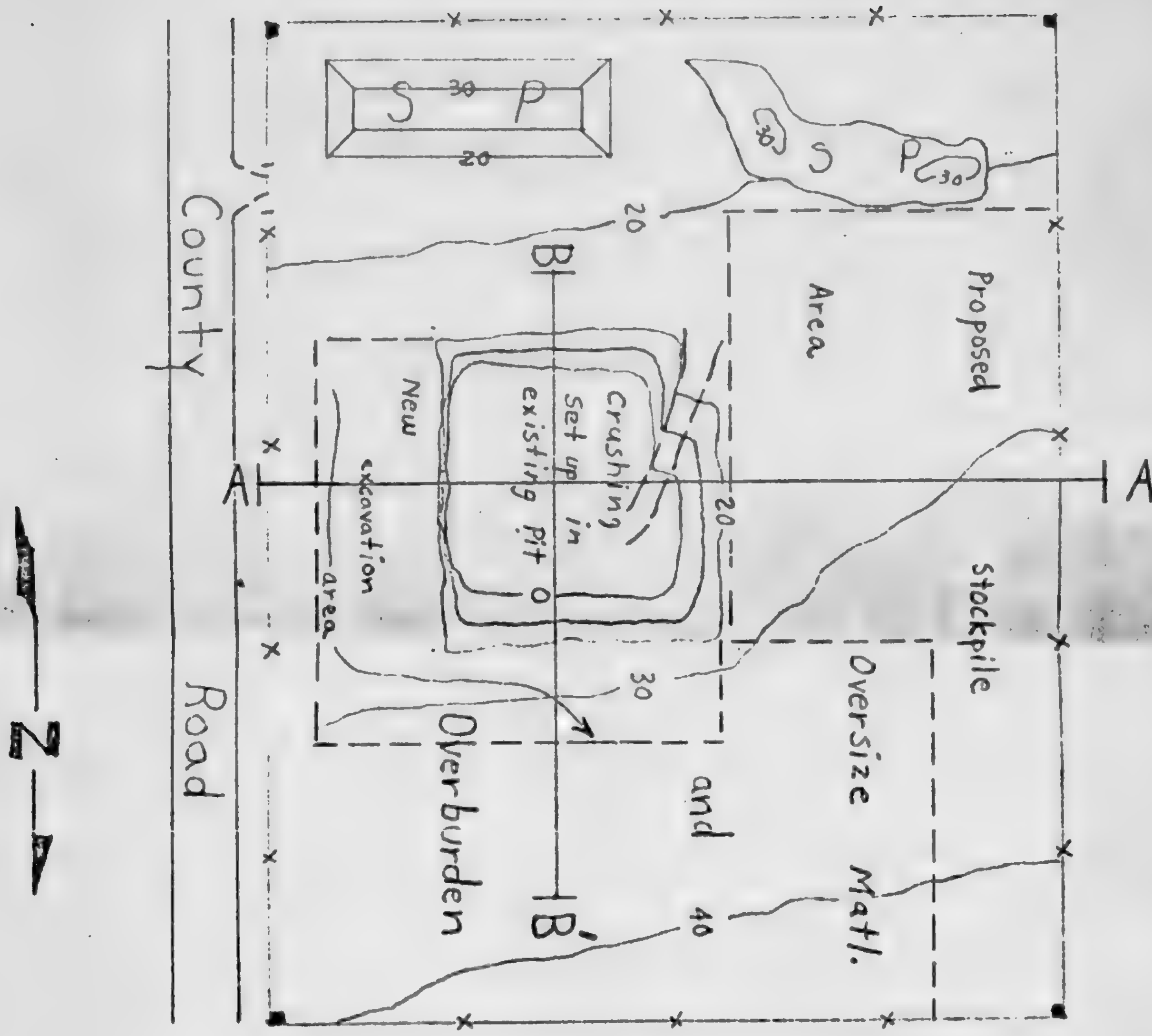
Decker Road-Jacknife Cr. Sec.

Prospective Quarry
Begin Project
End Project
Kent
Storage Bins
Gravel Pit
Spring
Jacknife
Well
27
26
25
24
35
36
34
2645
2695
2610
2592
2560
2591
2600
2663
2715
2647
2630
2640
2653
2637
2633
12'30"
(HORSESHOE BEND)
1878 II NE

Sherman County Quarry

NE¼ of Sec. 27, T.4S., R.17E., W.M.

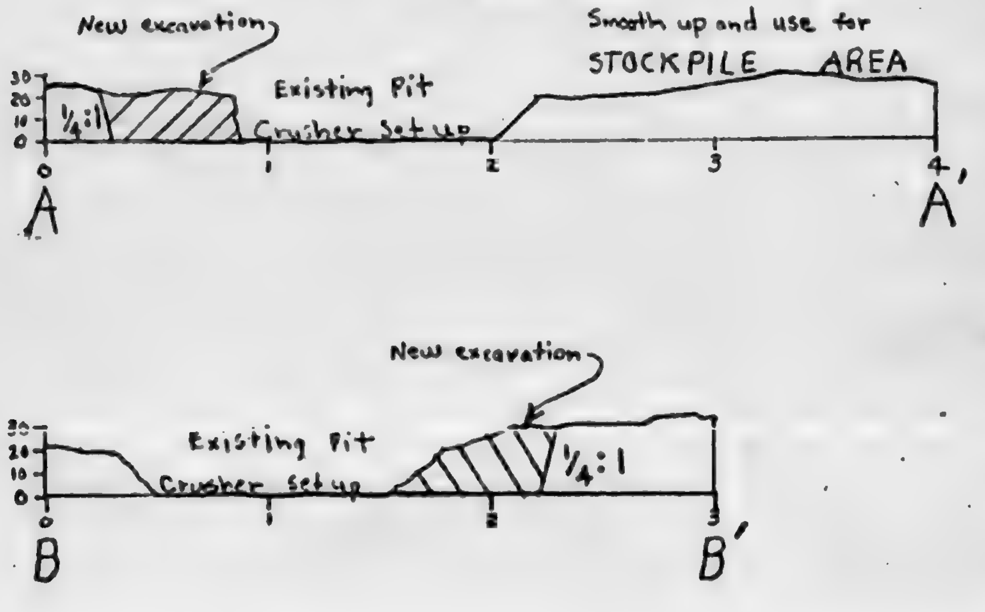
1" = 100'



S 30 P
20
S P
30
30
20
County Road
N
B
B'
A
A'
New excavation area
Crushing set up in existing pit
0
20
30
40
Proposed Area
Stockpile
Oversize and Overburden Mat'l.

Cross Sections

1:1 1" = 100'



New excavation
Existing Pit
Crusher Set up
Smooth up and use for STOCKPILE AREA
¼:1
30
20
10
0
1
2
3
4
A
A'
New excavation
Existing Pit
Crusher Set up
¼:1
B
B'

Sherman County Road Department
Phone 565-3271

P. O. Box ~~284~~ 365
Moro, Oregon 97039

June 25, 1976

Mr. R. I. Van Cleave
Regional Geologist
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Van Cleave:

Sherman County will make available to Oregon State Highway Department a prospective quarry site for the proposed Decker Road, Jackknife Canyon section of F.A.S. 668. Location of site being NE Section 27, Township 45, Range 17E.

Sherman County Will secure the mining permits. There will be no charge to the State or Contractors for use of this quarry site for materials for this Road Section.

Sincerely,

Lloyd Gosson

Lloyd Gosson
Road Supervisor

LG/chb

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

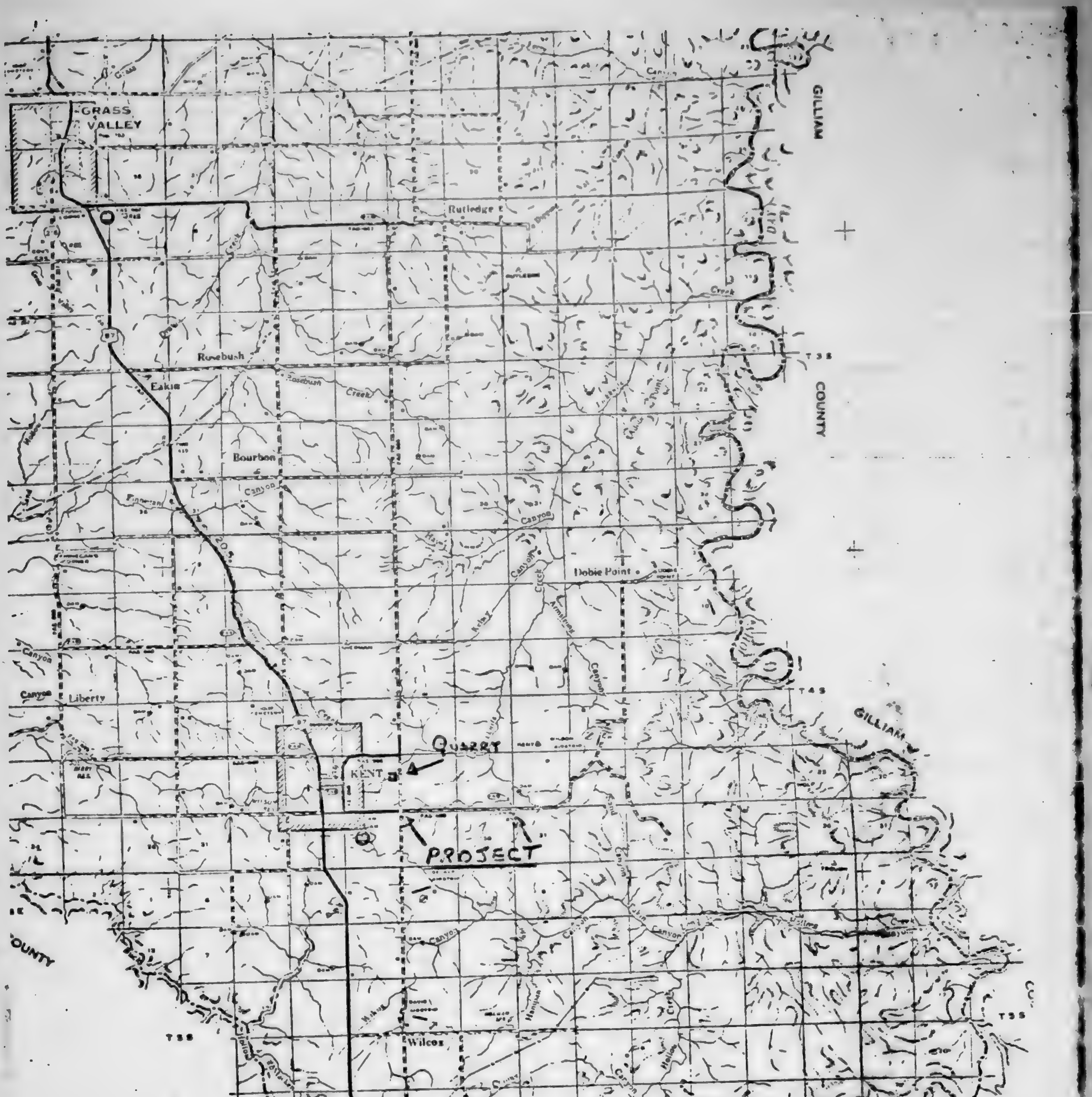
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other____________________


GRASS VALLEY
Rutledge
Rosebush
Eakin
Bourbon
Dobie Point
Liberty
KENT
QUARRY
PROJECT
Wilcox
GILLIAM
COUNTY
GILLIAM
COUNTY
WASCO
COUNTY
T3S
T4S
T5S
R17E
R18E
R19E
97
Canyon
Creek

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_______________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

Due to the smallness of the project we feel that there are no areas of environmental concern. No unique or sensitive areas are known to exist near the project.

7. Potential for Controversial Issues: Since oil will be replacing gravel on the road, we do not anticipate any controversy on this project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: The road presently has a 60' road right - of-way, therefore, no additional will be needed for the road.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   No changes will take place.

   Consequences:

3. Estimated Changes in Land Use: Due to the small area involved and the amoun to be disturbed it is not anticipated that there will be any change in land use.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   The sparse natural vegetation has previously been modified by agricultural activity, and will be little affected by this project.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No known cultural resources exist in the area, and scenic resources will not be affected.

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The soils are primarily of condon silt loam, flat-rolling averaging 1-7% slope. No permanent watercourses cross the project area. The natural vegetation would have been perennial bunchgrass grassland, but is now highly modified by agricultural activity. Average annual rainfall is about 30 cm. The January mean minimum temperature is around -9^{o}C, and the July mean maximum temperature is approximately 29^{o}C. Elevation of the project area is about 790 meters above msl.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land use is primarily wheat land used primarily for the raising of wheat. There are no utilities that will be replaced within the structure. Due to the sparse population and remoteness of the area no type of cultural problems are anticipated.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) There is enough existing right-of-way

Typical Section We contemplate Road section to match existing F.A.S. road section

Structures None

Characteristics (ADT) 60- 1974

Other General Information (or Supplemental information to items)

A local quarry is owned by the County and is available as a meterial source.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 2, 1975

A. PROJECT IDENTIFICATION

Name of Project DECKER RD - JACKKNIFE CR. (WILCOX ROAD EAST) (Section) RS - 561 (-)

Location of Project COUNTY ROAD (Highway Name) F.A.S. 668 (Highway No., US - ORE)

(City) SHERMAN (County) (Region)

Program F. A. S. - C (Funding) $150,000. (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Rebuild and oil worn out gravel road

Origin and History: This section would finish oiling F.A.S. 668 which had been planned to be completed as F.A.S. funds become available

C. DESCRIPTION OF PROJECT

Length 2 miles

Termini F.A.S. 668 1¼ mile East Kent

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
non-major

(Form (1) 9-74)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041EC

SUBJECT: Oregon RS-561(-)
Decker Road-Jackknife Creek Section
Sherman County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's October 7 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
Rulien
FOR

ACTION
NOV 12 1975

cy [illegible]

BEN GIFFORD

8435

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 13, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Decker Rd.-Jackknife Creek Sect.
FAS 668
Sherman County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
11-14-75

BLG:ljt
Attach.

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Invest. | R.D. | D.R. | Gen. | Act. | File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 9 : R. S. Hawkins

RECEIVED
NOV 1

DECKER ROAD-JACKKNIFE CREEK SECTION
PROJECT NO. RS-561(2)

Existing Facilities:
Roadway -- 30-foot gravel surface roadway.

Adjacent Sections:
W. End -- 22-foot oil surface with 4-foot shoulders.
E. End -- 30-foot gravel surface roadway.

Project Data:
Work under this project consists of all phases of preliminary engineering required for the future construction on existing alignment to provide for a roadway facility consisting of 24-foot 0-11 oil surface with 2-foot gravel shoulders.

Exceptions to Minimum Design Standards:
None.

Additional Right-of-Way:
None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:
None involved.

NOTE: Decker Airstrip is located approximately 1-1/2 miles south of the project and Wilson Airstrip is located approximately 1-1/2 miles northeasterly of the project; however, no conflict will result in the operation of either airstrip from this project.

IM 50-1-70 Requirements:
a. State Clearinghouse: Exempt from A-95 review under working agreement.
b. District 9 Clearinghouse: Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements:
Nonmajor action project concurred in by FHWA on November 10, 1975.

FHPM 7-7-5 Requirements:
In conformance with the Oregon Action Plan, Federal statutes and regulations.

NOTE: This project is in Congressional District No. 2.

FORM PR-1
(REV. 4-61)

12-3-75

FEDERAL-AID PROGRAM DATA

(45 typewriter spaces) Mi. E. of Kent, E. 2.0 Mi.	**ADT**	PRESENT DHV 10 60	FUTURE 150	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 69

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 561(2)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

Rural Secondary	COUNTY NAME Sherman	CODE 055
--	ROUTE NO. S — FEDERAL-AID 668 — STATE Co.Rd. — U.S. --	PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co.Rd., 1-1/2 Mi. E. of Kent, E. 2.0 Mi.	2.0	13,250	10,360	2,890		P.E. all phases. (Future reconstruction of existing facility to provide for 24' oiled surface with 2' gravel shldrs)
							ROW-60' normal; Access control-none; Park. restrictions-none.
	"Decker Road-Jackknife Creek Section"						
CL	PROJECT TOTALS	2.0	13,250	10,360	2,890		

REMARKS

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.C.

FORM PR-1
(REV. 4-61)

12-3-75

FEDERAL - AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd., 1-1/2 Mi. E. of Kent, E. 2.0 Mi. 21	**ADT**	PRESENT DHV 10 60	FUTURE 150 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 561(2) 7	SE

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Sherman				CODE 055 (14) (16)
	NAME OF URBAN AREA -- 17-31	ROUTE NO. S	FEDERAL-AID 668 (32)	STATE Co.Rd. (36)	U.S. (37) -- (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co.Rd., 1-1/2 Mi. E. of Kent, E. 2.0 Mi.	2.0	13,250	10,360	2,890	
5					**ROW**							
5					**CONST** (CODE)		"Decker Road-Jackknife Creek Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	2.0	13,250 (16) (23)	10,360 (24) (33)	2,890	
1	14	PROGRAM APPROVAL DATES					REMARKS	

P.5

ROW
Ac
Pa
no

~~PRU 6-2~~

December 3, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-561(2)

We are submitting program data for one project, Item No. 69, Project No. RS-561(2), "Decker Road-Jackknife Creek Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $13,250 with Federal funds of $10,360.

CL:bb

Enc.
cc: C. M. Williams (Region 4)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-16-75

BY (Signature): L. W. Rulien's December 6, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

~~STAGE~~ ITEM NOS. 69 THRU		~~STAGE~~ ITEM NOS. ___ THRU ___			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	Location	Work
69	RS-561(2)	2.0	13,250	10,360	Decker Road-Jacknife Creek Section. Sherman County State of Oregon.	Preliminary Engineering.

DEC 18 '75
REFER TO
FOR

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-16-75	C K Burghardt for G. L. Green, Division Administrator

** * Program approval ~~and any authorization to proceed with a stage 1 proje~~ct shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-18
(Rev. 8-71)

GPO 915-890

8435

13

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-561(2)

STATE PROJECT NO.
Decker Road-Jacknife Creek Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-69

COUNTY NAME
Sherman

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon

DEC 18 '75
REFER TO

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
December 16, 1975

FEDERAL ROUTE NUMBER
Secondary Route 668

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road 1½ miles east of Kent - east 2.0 miles.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $13,250 - federal funds $10,360.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 16, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 6, 1975 letter you are authorized to proceed with the work as shown above.

DATE
12-16-75

SIGNATURE OF APPROVING OFFICIAL
CR Burghardt for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1435 15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Decker Road-Jackknife Creek
Highway: F.A.S. 668
County: Sherman
Prefix: 528-1957
Res. Engr: W. Reid Meritt

Date March 4, 1976
Traffic Coefficient 5.5
18 kip s.a. per day 4.0
R value 9
Frost Penetration 24"±
CBE Total Requirement 17.5"

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	Emulsion Treated Wearing Surface	5.5
12.0"	Aggregate Base (1.0"-0)	12.0
15.0"		17.5

Note:
Sherman County requested the project be constructed to the full surfacing thickness under this contract.

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials City-County

RECEIVED
STATE HWY ENGR
MAR 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8435

15

March 17, 1976

Sherman County Court
Courthouse
Moro, OR 97039

Attention: Carrie M. Belshe
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5505

Gentlemen.

Attached for your files is a fully executed copy of an agreement covering the construction of the Decker Road-Jacknife Creek Section of the East Kent Road in Sherman County.

We have retained a fully executed copy of this agree- for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 28, 1976

FILE: LOC
528-1957

Ed Neilsen

FROM: Ed Neilsen
Regional Design Engineer

SUBJECT: Decker Road-Jackknife Creek
East Kent Road (FAS 668)
Prefix: 528-1957, Sherman County

TO: Frank Terpin
Location Engineer

Enclosed is the following data on the above project:

- 1 pad - Project calculations
- 1 book - Transit and level notes
- 1 book - Cross-section notes
- 1 envelope containing :
  - 3 copies - Locating Engineers Statement
  - 3 copies - Narrative Report
  - 3 copies - Alternates 1 and 2 of Quantity and Cost Summary
  - 1 copy - Recommended special provisions and assessment data

Being furnished under separate cover are the following:

- 1 roll - X sections
- 1 roll - Profile
- 1 roll - Detail Map (Mylar)

The project was worked up using two alternate cost estimates.
No. 1 is for the full 2.0 miles within the requested limits, costing an estimated $275,113.00.
No. 2 was worked up using the project estimate of $150,000.00 which reduces the length of the project to 1.2 miles.

David Fenton, Regional Federal Aid Engineer, will contact Sherman County to determine if they have, or wish to commit, matching monies to complete the original concept of two miles of full surfacing. The Location Section will be advised as soon as the County's wishes are known.

EN:pw
Enclosures

RECEIVED
MAY 4 1976
LOCATION
SECTION

NOTED
F. E. TERPIN

FAS 668

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 528-1957

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701
May 3, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Decker Road-Jackknife Creek
FAS 668
Sherman County
Prefix: 528-1957

Recent estimates of the costs on this project indicate that they will approach $275,000. I asked the county if they wanted the whole job for that much money, or if they preferred to stay within the original authorization and do about 1.2 miles. They said that they wanted the whole job, and they would hope that it really didn't turn out to be $275,000.

David S. Fenton

✓

RECEIVED
MAY 5 - 1976
ROAD DESIGN SECTION

Doc

Requires Reply

DSF:pw
cc: Frank Terpin
Bob Prange
Larry Asburry

5-14-76

will review estimate and keep Fenton advised as we get a better handle on it. Doc

RECEIVED
LOCATION SECTION

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
✓ Sample
Watson
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

REFERRED TO Pete & Keyes
By Location Engineer

CC's to Vesting
'py 5-5

FORM 81 7.14 10.10

OREGON STATE HIGHWAY DIVISION

FILE LOC 16-1

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 28, 1976

R J VanCleave

FROM: R. J. VanCleave
Regional Geologist

SUBJECT: Decker Road-Jackknife Creek
Sherman County Road
FAS 668

TO: J. H. Versteeg
Road Design Engineer

Attached is a letter from Lloyd Gosson, Sherman County Road Supervisor, making a prospective quarry site available for the above project.

I met Lloyd at the quarry on June 24 and we reviewed the proposed mining plan. He had no objections to the plan. A copy is enclosed to include with the contract plans.

RJV:Pw
Enclosure

Versteeg
Olson
1 Christensen
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
JUN 30 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

SECTION

sists of grade, drain and intermediate
t more than 1-inch compacted thickness),
provide a 28-foot roadway having two 10-foot
shoulders (2 feet of which will be I. T.

Exempt from A-95 review under working

use - It is our contention that this is a
or if it were fully operational or representative
trict or both that it would have a signed working
Furthermore, it is our opinion that A-95 review
he work involved is such that it will not affect
blic work activities of concern to the clearing-
sult in significant alterations of land use or
which would require changes in planning completed

e rquired under Oregon Action Plan.

t a factor in the development of this project.

Route Data: This is a farm-to-market road and a mail route.

Control of Utilities: The state does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 2.

DECKER ROAD-JACKKNIFE CREEK SECTION

Project No. RS-561(3)

REMARKS - continued

Project Data: The work consists of grade, drain and intermediate type surface (bituminous mat more than 1-inch compacted thickness), on existing alignment, to provide a 28-foot roadway having two 10-foot traffic lanes with 4-foot shoulders (2 feet of which will be I. T. surfaced).

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 review under working agreement.

(b) District 9 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None rquired under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

Route Data: This is a farm-to-market road an

Control of Utilities: The state does not hav
legal authority to control the use of utiliti
way of this project. A state-county agreeme
to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional Distr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 27, 1976

ION (45 typewriter spaces): 1.5 mi. E. of Kent, E. 2.04 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	60 DHV 10	150	96	10	Oregon	41	075	116

pewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
e Type Surf.								RS-	561	(3)		

econdary

COUNTY NAME: Sherman | CODE: 055

ROUTE NO.: S | FEDERAL-AID: B447* | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: ☐ 1 OR [XX] 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Decker Road-Jackknife Cr. Section"	2.04	254,400	218,100	18,150	18,150 (Co.)	ROW - 60' normal; Access Control-None; Parking Restrictions-None
JLG	PROJECT TOTALS	2.04	254,400	218,100	18,150	18,150 (Co.)	

*Old FAS 668

REMARKS

Additional Data: Item No. 69; Project No. RS-561(2).

-over-

USCOMM DUSCOMM-DC 48005-P61

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O. July 27, 1976

CARD 2
REPORT NUMBER: 1 (19) (20)
PROJECT LOCATION (45 typewriter spaces): Co. Rd., 1.5 mi. E. of Kent, E. 2.04 mi. 21 65
ADT
PRESENT: 60
DHV 10
FUTURE: 150 (66) (70)
YEAR: 96 (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., Intermediate Type Surf. 28 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S): RS- 14 23
NUMBER: 561 7

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA: --- 17-31
COUNTY NAME: Sherman
CODE: 055 (14)
ROUTE NO.: S
FEDERAL-AID: B447* (32)
STATE: Co. Rd. (36) (37)
U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5									ESTIMATED PROJECT COST BY PHASES			
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 5231		"Decker Road-Jackknife Cr. Section"	2.04	254,400	218,100	18,150	18,150 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	2.04	254,400	218,100	18,150	18,150 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*Old FAS 668

Additional Data: Item No. 69; Proj

13

July 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following two projects:

Item No. 115, Project No. RS-117(3), Fifteenmile Cr. Bridge
Item No. 116, Project No. RS-561(3), Decker Mt.-Jackknife Cr.

Each project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

It is the Oregon State Highway Division's intention to receive bids for these projects on August 26, 1976.

We request for each project the following:

(1) Approval of the program for inclusion in the Federal Aid Rural Secondary Highway Program.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost with obligation of federal funds in the amounts stipulated in the program document.

JLG:ljt
Attachments

cc: C. M. Williams, Reg. 4

8235 13

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: RS-561(3) See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: RS-116

COUNTY NAME: Sherman

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
[illegible]
FOR
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-76	8-2-76	Secondary B 447 (Old FAS 668)	County Road

GENERAL LOCATION:
"Decker Road - Jackknife Creek Section"
County Road 1.5 miles east of Kent east 2.04 miles.

GENERAL DESCRIPTION OF WORK:
Grade, drain and intermediate type surface. (Code 5231 Miles 2.04)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Approval
(TEC 254,400 - FF $218,100)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 7-27-76 letter, I approve this project for inclusion in the Federal-aid-program.

Also, as requested in Mr. Rulien's 7-27-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $254,400 - Federal funds $218,100 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76		Division Administrator

FORM PR-1240 (REV. 9-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-850

The third reason for rejecting all bids was reported to be that the Commission felt they might get lower bids when re-advertised.

In reading ORS 279.029 and the "Attorney General's Model Rules and Manual For Public Contracting" it seems clear to us that the law intends an award to the lowest responsible bidder "the lowest bidder who has substantially complied with all prescribed public bidding procedures and requirements and who has not been disqualified by the public contracting agency under ORS 279.037".

Eight bids is a rather decent response and therefore a good evaluation of the cost of the work. All the bidders went to substantial cost in bidding the work. In return they are entitled to adequate consideration.

If the purpose of rejecting all bids was to re-advertise seeking even better prices, such decision must be carefully made since the prices of all bidders has now been revealed and allows interested parties a, perhaps, inappropriate look at his competitors bid.

Our Association can not afford to play favorites among the bidders. But for what was apparently an unfortunate error the job really belongs to R.L. Coats. It is the bid of J.C. Compton Co. and bidders above them for which there is no apparent good and substantial reason for rejecting all bids.

We would like the Commission to reconsider their decision. You may wish to review this matter with the Public Contract Review Board. Please advise us of your decision. We would be most anxious to be of assistance if possible.

Respectfully,

GEORGE H. LORD, President
by Kenneth W. Twedt, Manager

cc: H.S. Coulter
W.T. Peckham

RECEIVED
SEP 22 1976
OFFICE
DIRECTOR of TRANSPORTATION

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1976

OREGON COLUMBIA
CHAPTER

CHAPTER OFFICE
Sheraton Portland
1008 N. E. Multnomah Street
Portland, Oregon 97232
PHONE: 503 / 288-5521
Kenneth W. Twedt, *Manager*

DISTRICT OFFICE
Wildish Building
1445 Willamette Street
Eugene, Oregon 97401
Phone: 345-4122

1174 Commercial Street, S. E.
Salem, Oregon 97302
Phone: 585-5758

OFFICERS
George Lord, *President*
Richard Geary, *Vice President*
Daryl Mason, *2nd Vice President*
Lloyd Babler, Sr., *Secretary-Treasurer*

DIRECTORS
Lloyd Babler, Sr.
Jack Batzer
Gerald Baughman
John Biglin
Mel Bishop
Bill Bugge
Ed Burroughs
John Compton
Harry Dick, Jr.
Richard Franzke
Richard Geary
Alex Georgeson
Henry Hannan
Richard Hatch
Dick Hawkins
Pete Idlewine
Al Jensen
Paul Johnson
Bob Jones
Frank Lockyear
George Lord
Daryl Mason
L. D. Mattson
Don Miller
Austin Pitcher
Lee Poindexter
Jim Presley, Sr.
Rob Quoidbach
W. C. Sivers
Harry Thompson
John Todd
Robert C. Wilson
Jim Wright

NATIONAL DIRECTORS
H. A. Andersen
Lloyd Babler, Sr.
Paul E. Emerick
W. H. Gregory
Carl M. Halvorsen
Wm. T. Peckham
W. Ray Rogers
R. A. Schrader

September 21, 1976

Oregon Transportation Commission
c/o Robert A. Burco, Director
135 Highway Building
Salem, Oregon 97310

Gentlemen:

Based upon the information at hand, the Board of Directors of this Association has requested that we file a protest over the fact that no award was made to the lowest responsible bidder on the Decker Road - Jackknife Creek Section, FASB 477 (East Kent Road), bid August 26, 1976.

It is our understanding that eight bids were received on the project, that the low bid of R.L. Coats ($201,291) was read and then later rejected because an equal employment opportunity form was not signed, that the bid of the second low bidder, Mid Oregon Curshing Co. and Philip Dahl ($214,357), was rejected because Mr. Dahl was not pre-qualified. It is not clear why the bid of the third bidder, J.C. Compton Co. ($219,313) was rejected.

At least three different reasons have been told to us or reported to us why the bid of J.C. Compton Co. was rejected. The first reason we heard was because the company was under review on EEO requirements on one or two other projects under contract to you. If this was the reason, it doesn't hold water because the firm was pre-qualified and received bidding documents for the Decker Road project and remains pre-qualified until you take some affirmative action to the contrary.

The second reason we heard for rejecting all bids was that none of the responsive bidders were within your estimate, while other personnel within the Division have stated this was not the case.

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
SEP 23 '76
REFER TO
Coulter
FOR
Info Inves R/D ☒ D/R Sign Act File

esh

September 27, 1976

Mr. Kenneth W. Twedt, Manager
The Associated General Contractors
of America, Inc.
Sheraton Portland
1008 NE Multnomah Street
Portland, OR 97232

Dear Ken:

This is in reply to your letter concerning the award of the contract for the Decker Road-Jackknife Creek Section, FASB 477, which was open for bid on August 26, 1976. As you are aware, both the low bidder and second low bidder were later disqualified after their bids had been read at the bid opening.

It has been the practice of the Highway Division, with your past concurrence, that the low three bids shall be read at the bid opening unless the Highway Division is absolutely certain that the bidder or the bid was not qualified. In other words, we have been operating under the policy, "when in doubt, read the bid."

In this instance, the low bidder was later determined to have not correctly filled out his bid proposal and therefore was rejected. Upon the advice of legal counsel it was determined that the second low bidder was not prequalified and his bid was also rejected. Unfortunately, this legal determination was not made and brought to my attention until September 22, 1976. Because of the confusion involved with these bids and the legal technicalities, a recommendation was made to the Commission to reject all bids and readvertise the project.

Having reviewed all the facts and assuming I can obtain the approval of the Oregon Transportation Commission and the third bidder, J. C. Compton Company, I am prepared to offer the project to the J. C. Compton Company for their bid price.

Very truly yours,

H. S. Coulter
State Highway Engineer

bc Robert A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien

C. T. Keasey
W. J. Hart
J. H. Versteeg

V. E. Skoog
E. L. Johnson
C. M. Williams

RLS:ab

DATE: September 27, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Job No. 13, Decker Road-Jackknife Creek Section
August 26, 1976 Bid Letting

On September 1, I sent you a listing of projects for which bids were received August 26, along with recommendations about contract awards. On the basis of subsequent information received about the Decker Road-Jackknife Creek Section, FAS B477 (East Kent Road), a different action seems appropriate.

The low bid on this project was submitted by a prospective bidder who had not correctly filled out his bid proposal, which was therefore rejected. We had some preliminary advice from legal counsel that the second low bidder was not prequalified so his bid was also rejected. It appeared appropriate and in the public interest to reject all bids and readvertise at a later date. On my recommendation, this is the action you took.

On September 22 I received a written legal determination supporting the earlier indication that the second low bidder was not prequalified. There is some question as to whether either of the first two proposals should have been read, a procedure we are currently attempting to resolve and correct. The proposal of the third bidder, although 9 percent over the amount of the lowest proposal, was still below the engineer's estimate. Eight proposals were received.

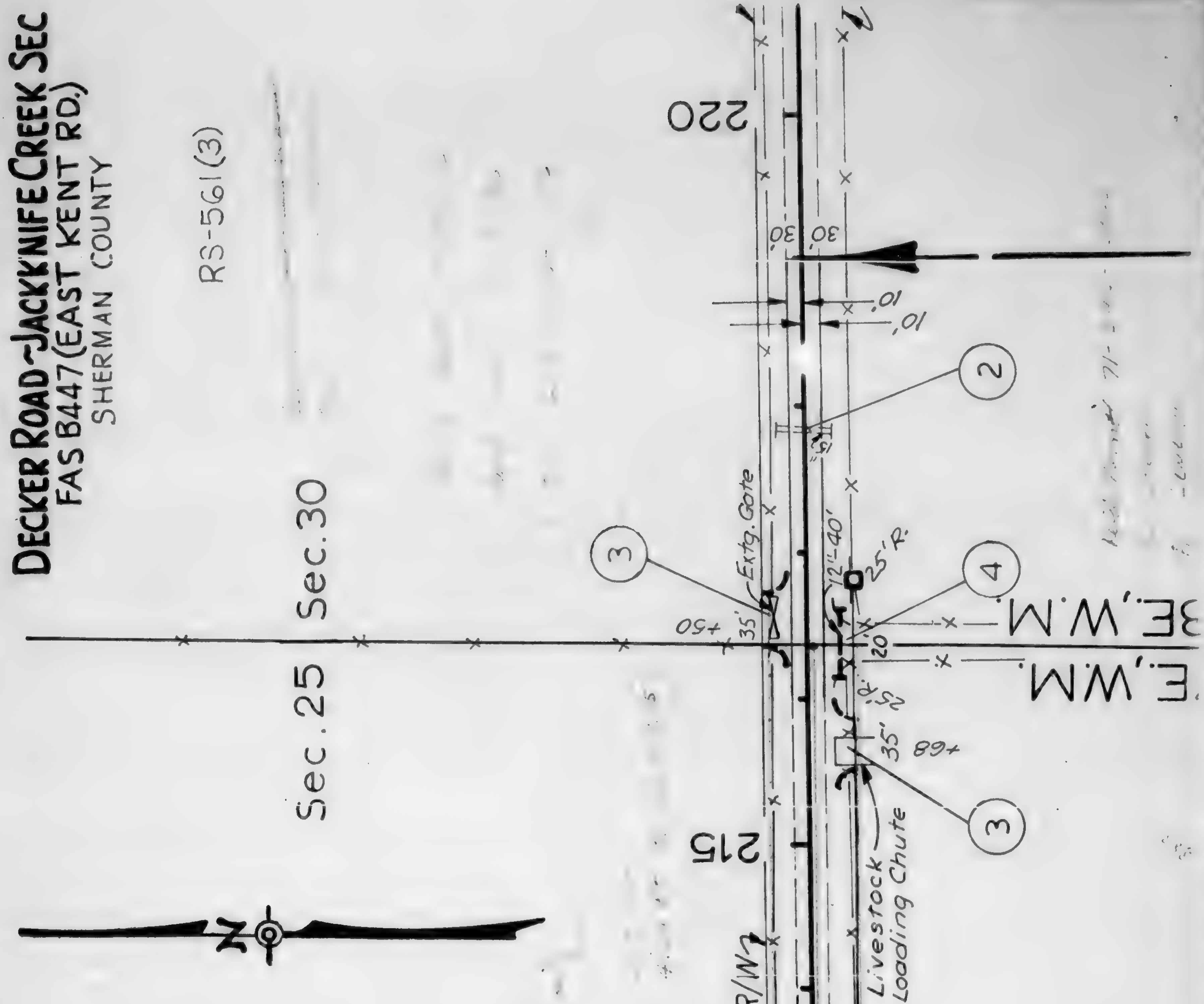
Having reviewed all the facts and with an indication from the third bidder, J. C. Compton Company, that they will accept award, your concurrence is requested in award of this contract for the bid price to J. C. Compton Company as the lowest responsible bidder.

I will call the Chairman for your answer after you have had time to review this request.

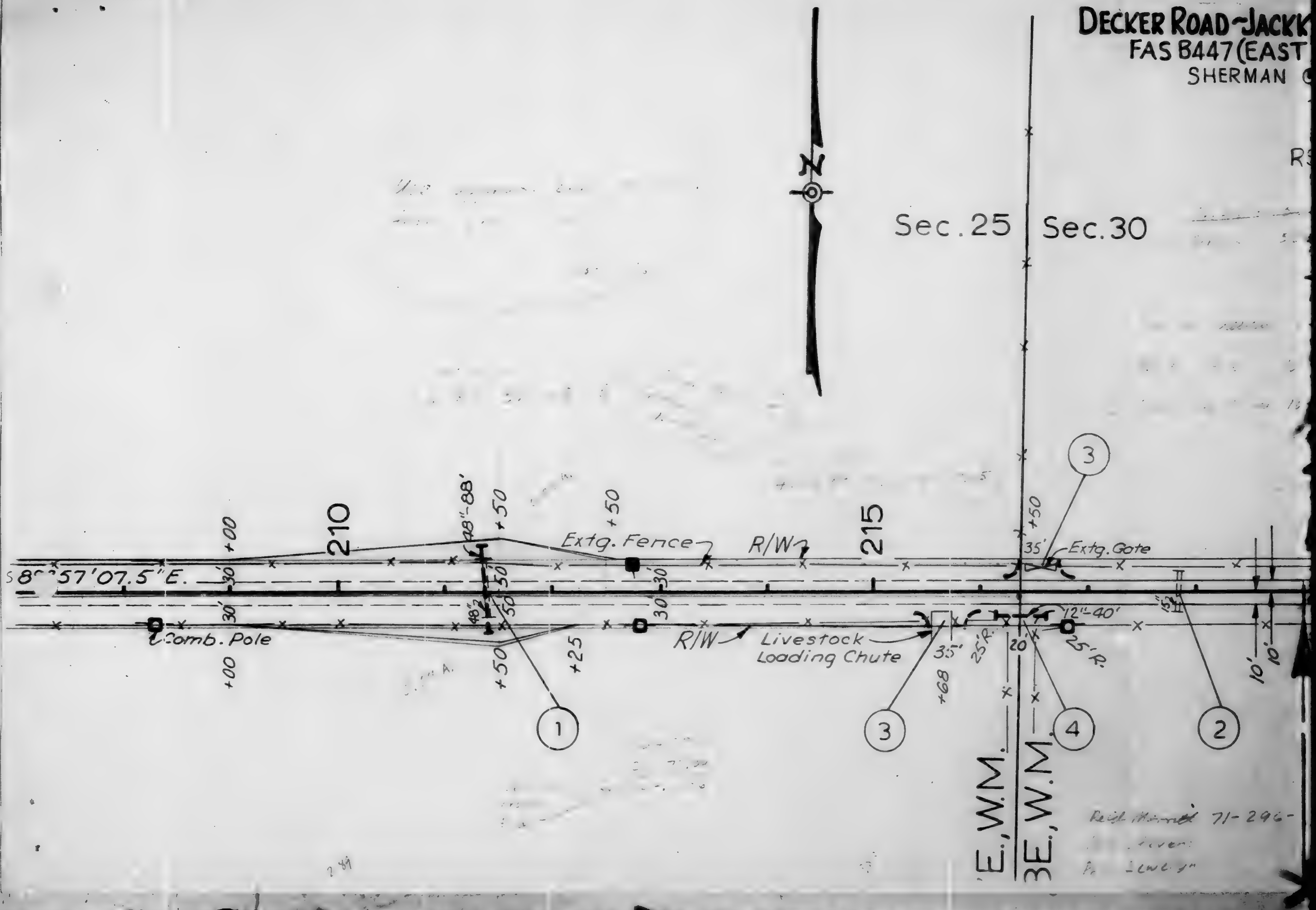
bc Robert A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
E. L. Johnson
C. M. Williams

DECKER ROAD-JACKKNIFE CREEK SEC
FAS B447 (EAST KENT RD.)
SHERMAN COUNTY

RS-561(3)


Sec. 30
Sec. 25
220
215
210
30' 30'
10'
10'
2
Extg. Gate
3
+50
35'
12"-40'
25' R.
4
3E. W.M.
E. W.M.
20
25' R.
35'
+68
3
Livestock Loading Chute
R/W
R/W
Extg. Fence
30' 30'
+50
+25
Extg. Fence
1
+50
50' 50'
+50
48"-88'
48"
N

DECKER ROAD-JACK
FAS B447(EAST
SHERMAN


N
Sec.25
Sec.30
R
210
215
+00
+50
+25
+68
48"-88'
48"
Extg. Fence
R/W
Extg. Gate
35'
30'
50'
12"-40'
15"
25'R.
20'
10'
S 8° 57'07.5"E.
Comb. Pole
Livestock Loading Chute
1
2
3
4
E.,W.M.
3E.,W.M.

71-296-

S4/25 FAS 668

Salem, Oregon
October 15, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48933 - Robinson
48934 - Justesen
Decker Road - Jackknife Creek Section
East Kent Road (County Road)
Sherman County

Attached are 2 descriptions, an authorization and R/W prints covering R/W required for the subject project, which is presently under contract.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Length of Project - 2.026 miles
Cost of Roadway Per Mile - $114,727.05

Federal Funds (85.80%)	$199,430.00
State Funds	16,503.50
County Funds	16,503.50
TOTAL COST	$232,437.00

Group 1 - 100%
Contract No. - 8435
Prefix No. - 528-1055

3-File

Oregon State Highway Division
Salem, Oregon October 13, 1976

Federal Aid Project
No. RS-561(3)

DECKER ROAD-JACKKNIFE CREEK SECTION
FAS 668 (EAST KENT ROAD)
SHERMAN COUNTY

Project Agreement Estimate.

Type Code 5231
Roadway (Sta. 111+00 to Sta. 219+00)

Furnish Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		20,000.00
Temporary Prot. & Direction of Traffic	" "		5,000.00
Temporary Signs	100 sq. ft.	5.00	500.00
Flagmen	100 hr.	15.00	1,500.00
Clearing & Grubbing	All Required		5,000.00
Removal of Structures & Obstructions	" "		1,000.00
General Excavation	7,650 cu.yd.	2.40	18,360.00
Overhaul	1,410 C-yd. Sta.	0.50	705.00
Trench Excavation	220 cu.yd.	10.00	2,200.00
Finishing Roadbed & Slopes	All Required		3,000.00
Watering	560 M-gal.	8.00	4,480.00
1"-0 Aggregate Base	27,700 ton	3.40	94,180.00
Aggregates in Asphalt Macadem	1,410 cu.yd.	12.00	16,920.00
AR-2000 Asphalt in Asphalt Macadam	105 ton	100.00	10,500.00
Asphalt in Seal Coat	30 ton	130.00	3,900.00
12-inch Culvert Pipe	40 lin. ft.	10.00	400.00
18-inch " "	8 " "	12.00	96.00
30-inch " "	32 " "	20.00	640.00
48-inch " "	88 " "	50.00	4,400.00
18-inch Arch Type Pipe	294 " "	15.00	4,410.00
Roadside Seeding & Mulching	3 acres	700.00	2,100.00
			$201,291.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,500.00
Temporary Erosion Control (E.W.)	" "	1,000.00
No Passing Zone Signs (S.F.)	" "	1,000.00
		$ 3,500.00
	Subtotal	204,791.00
	Engineering	27,646.00
	TOTAL	$232,437.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8235

STATE

1

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Sherman Project No. RS-561(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.5 mi. E. of Kent, E. 2.04 mi.
Decker Road-Jackknife Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-76	2.026
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 232,437	$ 199,430

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for: G. L. Green
Date executed by Division Administrator 10-18-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 660
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6-26-77 SUNDAY	No work. Project completed.
27 MONDAY	No work.
28 TUESDAY	No work.
29 WEDNESDAY	No work.
6-30-77 THURSDAY	No work:
7-1-77 FRIDAY	No work.
7-2-77 SATURDAY	No work.

REMARKS

Contract completed. No activity on project or in office this week on this job.

Third Notification was submitted June 20, 1977 with effective date of June 16, 1977.

Semi-Final Estimate Data was submitted to Region Office Wednesday of this week.

Unless instructed otherwise, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED W. Reid Meritt LOCATION P.O. Box 420,
The Dalles

W. Reid Meritt, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216 FHWA CONSTRUCTION CONSTRUCTION REGION FILE

8435

FILE: CON 5

8

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Decker Rd. - Jacknife Cr.
WEEK ENDING: July 2, 1977
SECTION PREFIX: 528 - 1055
HIGHWAY: FAS B447 (East Kent Rd.)
COUNTY: Sherman
KIND OF WORK: Grading and Oiling
NAME OF JOB: Decker Rd. - Jacknife Cr.
CONTRACT NUMBER: 8435
FEDERAL AID PROJECT NUMBER: RS-561(3)
CONTRACTOR: J. C. Compton Co.
DATE WORK STARTED: October 26, 1976
ESTIMATED COMPLETION DATE: May 27, 1977
DATE OF CONTRACT: October 8, 1976
SPECIFIED WORK DAYS: —
SPECIFIED work DAYS: 225
WORK DAYS USED: —
work DAYS USED: 130
PERCENT OF TIME ELAPSED: 58
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED COMPLETION DATE: - - -
PROJECT AUTHORIZATION: $252,892.76
EXCLUSIVE OF ENGINEERING: $232,839.59
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $236,665.07
ENGINEERING AUTHORIZATION: $20,053.17
This week: 0.00
ENGINEERING COST TO DATE: $17,430.75
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
DATE PROJECT WAS COMPLETED: May 27, 1977
ESTIMATED PERCENT OVERRUN: 102 %
PERCENT OF AUTHORIZATION: 87 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.04	2.04		2.04	
MILES PARTIALLY COMPLETED	0	0		0	
MILES COMPLETED	2.04	2.04		2.04	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,650 C.Y.	27,700 Tons		1,410 C.Y.	
TOTAL QUANTITIES CORRECTED TO DATE	9,351.11 CY	27,744.62 T		1,439.1 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,351.11 CY	27,744.62 T		1,439.1 CY	
AVERAGE DAILY QUANTITIES	550 CY	2,135 T		360 CY	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	
HOURS PER SHIFT	0	0		0	
	0	0		0	

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
6-26-77 SUNDAY	Clear	0		Project completed.
MONDAY 27	Clear	0		
TUESDAY 28	Clear	0		
WEDNESDAY 29	P. Cloudy	0		
THURSDAY 30	Clear	0		
FRIDAY 7-1-77	P. Cloudy	0		
7-2-77 SATURDAY	- - -	0		

RECEIVED
JUL 5 1977
CONSTRUCTION SECTION
Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Gunn

8435 8

August 17, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On August 8, 1977, we wrote to you concerning release of final payment on Contract No. 8435 awarded to J. C. Compton Co. for work on the Decker Road-Jackknife Creek Section of East Kent Road in Sherman County.

The total contract amount is $235,423.87. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8435

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 31, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews,
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8435

This contract has been finalled. The $12,000 deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1977

8

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Co.

In accordance with your letter of October 3, 1977 the securities released on the following contracts, that have been finalled, will be applied to contract 8533:

Contract	Released
8222	$ 5,000
8236	10,000
8435	12,000
Total	$ 27,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

CC: J.C. Compton Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1-- --

STATE COPY 9

8435 28

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-561(3)	Sherman	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for roadbed grading, aggregate base and asphalt macadam surfacing. All work was performed 1 1/2 miles southeast of Kent on the "Decker Road-Jackknife Creek Section" of FAS B447 (East Kent Road).

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
J. C. Compton Company	$219,313.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) R Kessey

TITLE Constr Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT 4-10-78 by Kessey

RECEIVED STATE HWY ENGR APR 10 '78 REFER TO FOR Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width VARIES feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
5231	2.026	28'		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	June 7, 1977

12. IN COMPANY WITH : Judge Holmes, Commissioner Thomas, Co. Clerk Beshe, Rd. Master Goshen
FHWA: Area Engr. D. Carter; OSHD: Reg Engr R. [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Signed by D. B. Carter David B. Carter		16. SIGNATURE G. K. Hossner Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 4-4-78	17. TITLE Field Operations Engineer	18. DATE 4-5-78

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

4

SEE INSTRUCTIONS ON REVERSE

KEY ID#

TION Glen Baker Road-Lava Butte
The Dalles-California Highway #4

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 9-1423

DATE 5/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$ 8,600	$ 8,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for a protective overlay by contract.

Watson
MG

1 Verstoeg ✓
Anderson
2 Austin
Lacnab
3 Stoudenmeyer
Turpin
4 Arout
Wakerlig

RECEIVED
MAY 18 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ..../..../....
Action

PREPARED BY Phillip V. Lewellyn	DATE 5/9/83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/9/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-10-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

L & A 5595 3-17-76

8435 Decker Rd-Jackknife Cr. Sec. 1976
of FAS B447 (East Kent Rd.)
(Grading & oiling)

#5423-

8

October 16, 1975

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Ken Gervais
Director of Environmental Services

MISC. CONTRACTS and
AGREEMENTS No 5474

Gentlemen:

Attached for your records is a letter-form agreement for improvement of a traffic signal at the intersection of S. E. Division and S. E. 112th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

S.E. DIVISION ST. AT S.E. 112TH AVE. SECTION

PROJECT NO HHS-0670(1)

Existing Facility: Intersection control is a 2-phase RYG traffic signal.

Division St. - - - 76-foot curbed section providing four 11-foot traffic lanes, a 12-foot median lane and 10-foot parking lanes.

112th Ave. - - - - 44-foot curbed section providing two 12-foot traffic lanes and a left turn lane at the intersection with parking restricted 200 feet each side of the intersection.
(FAU-0445)

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install multi-phase traffic signal and incidental work common to this type of project.

Right of Way: No additional required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alternation of land use or traffic flow patterns that would require a significant change in planning completed or under way.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 3.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 16, 1976

ECT LOCATION (45 typewriter spaces) Rd, SE Division St at 112th Ave.	**ADT**	PRESENT *23,800	FUTURE 42,800	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 142
							ITEM NO. 77	

ORK (35 typewriter nal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS-	NUMBER 0670	SEQ. NO. (1)	T. Projects Only POST MI. / DESIG.

(Section 209) High Hazard Locations

Portland

COUNTY NAME Multnomah	CODE 051	ROUTE NO. U	FEDERAL-AID 0670	STATE Co. Rd.
U.S.		PROGRAM STAGE ☐ 1 OR ☒ 2		

ESTIMATED PROJECT COST BY PHASES

RK YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W			0.0	3,000	2,700		300 (Co.)	
ST		"S.E. Division St. at S.E. 112th Ave. Section"	0.0	40,000	36,000		4,000 (Co.)	
JG		PROJECT TOTALS	0.0	43,000	38,700		4,300 (Co.)	

AL DATES

REMARKS

*ADT entering intersection

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 16, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co Rd, SE Division St at 112th Ave. 21 65	**ADT**	PRESENT *23,800	FUTURE 42,800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Traffic Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) HHS- 14 23	NUMBER 0670 7	

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations	COUNTY NAME Multnomah				CODE 051
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 0670 (32)	STATE Co. Rd. (36)	U.S. (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.0	3,000	2,700		300 (Co.)
5					**ROW**							
5					**CONST** (CODE) Y031		"S.E. Division St. at S.E. 112th Ave. Section"	0.0	40,000	36,000		4,000 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JG	PROJECT TOTALS	0.0	43,000 (10) (23)	38,700 (24) (33)		4,300 (Co.)
1	14	PROGRAM APPROVAL DATES						

REMARKS

*ADT entering intersection

March 16, 1976

TO G. L. Green, Division Administration
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-0670(1)

We are submitting program data for one project, Item No. 77, Project No. HHS-0670(1), "S.E. Division Street at S.E. 112th Avenue Section", which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by Federal-aid Highway Act of 1973.

Enclosed are narrative, sketch map and accident data for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P. S. & E. approval at an estimated total cost of $3,000 with obligation of Federal funds of $2,700.

JG:re

Encl.

cc: E. L. Hardt (Region 1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3/23/76
BY (Signature): L.W. Rulien's 3/16/76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

STAGE 1* ITEM NOS. ________ THRU ________
STAGE 2 ITEM NOS. ________ THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
77	HHS-0670(1)	0.0	43,000	38,700	**Location**: SE Division Street @ SE 112th Avenue Section Multnomah County State of Oregon **Work**: Preliminary Engineering and Install traffic signal.

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Rulien
FOR
Info
Invest

REMARKS (Division)

I concur that this project qualified for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/23/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
H. -0670(1)

STATE PROJECT NO.
SE Division ST-SE 112th Ave

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-77

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
Rulien
FOR

Inf.	Inves	R/D	D/R	Sign	Adj	File
						✓

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3/23/76

FEDERAL ROUTE NUMBER: FAU-0670

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road- SE Division @ 112th Avenue

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total cost of $3,000, Federal funds, $2,700.

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/23/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/16/76 letter you are authorized to proceed with the work as shown above.

DATE: 3/23/76

SIGNATURE OF APPROVING OFFICIAL: Volach

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-658

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]-0670(1)

FROM: G. L. Green Division Administrator	PROGRAM NO.	STATE PROJECT NO. SE Division - SE 112th St.
	ITEM NO. HHS-77	COUNTY NAME Multnomah
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sgn | Aut | File

DATE PS&E APPROVED AUG 4 1976	DATE AUTHORIZATION EFFECTIVE AUG 4 1976	FEDERAL ROUTE NUMBER FAU 0670
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road SE Division - SE 112th St.

GENERAL DESCRIPTION OF WORK:
Traffic Signal (Y031)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3-23-76 approved this project for inclusion in the Federal-aid program.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject have been reviewed and are approved at a total estimated cost of $42,460. - Federal funds $38,214.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-76	Malach	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-000

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 19, 1976

Salem, Oregon 97310

FILE:

G. Rampone for

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Assessments
Signal Projects

TO: L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The FAUS and HHS projects listed below have been assessed and evaluated for their potential impacts on the quality of the human environment:

Pacific Hwy. West @ Erving Rd., Pacific Hwy. West, Lane County

10th St. @ Main Street (Oregon City), City Street, Clackamas County

SE Division @ SE 112th Avenue, SE Division, Multnomah County

Pacific Hwy. E. @ 10th St. (Oregon City), Pacific Hwy.E., Clackamas County

It has been determined that a minor amount of permanent easement for the installation of lighting standards will be required for the 10th Street @ Main Street (Oregon City) Signal Project, but that there will be no significant impacts.

It has been determined for the remaining projects that no right-of-way will be required, and that these projects are of a type for which the Statewide Assessment For Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:ds

cc: E.S. Hunter
Ed Hardt
Craig Markham

Noted
GR

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR.

OCT 11 '76

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

November 16, 1976

Oregon State Highway Division
Finance Branch
Oregon State Office Building
Salem, Oregon 97301

Attention: Vernon E. Skoog
Controller

Enclosed are Alabama Power Bond #4645 ($1,000.00) and Bond #6286 ($1,000.00) to be deposited in lieu of retainage on Oregon State Highway Department contract #8434, S.E. Division Street and S.E. 112th. Avenue.

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson
Office Manager

BLH/ss

Bonds returned to Hamilton Elec. 11/17/76

RECEIVED
NOV 17 1976
HIGHWAY ACCOUNTING

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

CITIZENS BANK OF OREGON
MAIN OFFICE
P.O. Box 10312 Eugene, Oregon 97401 (503) 484-3400

November 19, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson
Contract Payments Executive

Re: Hamilton Electric, Inc.

Dear Ms. Peterson:

Enclosed is the original safekeeping receipt covering the indicated bonds which Hamilton Electric has requested we hold.

It is our understanding that these bonds are held in lieu of retainages for specific contracts which are identified by number. In holding bonds, the only responsibility of Citizens Bank of Oregon is to hold bonds identified by specific safekeeping receipts until notified by you that retainage requirements have been satisfied and that the bonds may be released to Hamilton Electric.

The means of notification that retainages have been satisfied and release of bonds is in order can best be achieved by returning the original safekeeping receipt issued in connection with each contract, clearly indicating satisfaction over your authorized signature.

If we may be of further assistance, please call.

Sincerely,

D. V. Bowman
Vice President

DVB/vlf

cc: Hamilton Electric, Inc.
Eugene, Oregon

SAFEKEEPING RECEIPT

Eugene Main Branch

Date November 18, 1976

Received from * * * HAMILTON ELECTRIC COMPANY/HAMILTON ELECTRIC, INC. * * *

the following described property to be held for safekeeping.

$1,000.00 Alabama Power Company Bond #4645, due 2000.

$1,000.00 Alabama Power Company Bond #6286, due 2000.

Held in lieu of retainage on Oregon State Highway Department Contract #8434 (S. E. Division St. @ S. E. 112th).

NOT NEGOTIABLE

CITIZENS BANK OF OREGON
Eugene, Oregon

By
(Authorized Signature)

Safekeeping Receipt and Record—Form No. 149 - 9/70 - Briggs-Print

8434

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 29, 1976

Citizens Bank of Oregon
PO Box 10312
Eugene, OR 97401

Attention: D.V. Bowman

Re: Hamilton Electric Inc.
Contract 8437

We received your safekeeping receipt covering Alabama Power 4645 and 6286, $2,000. We will credit our Contract 8434 with Hamilton Electric Inc. with a $2,000 deposit in lieu of retainage.

V.E. Skoog

By ______________________
Janice H. Peterson
Contract Payments Executive

cc: Hamilton Electric Inc.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Seni-final will be submitted when missing certifications are XXXXXXXX.received.

SIGNED HM Fillmore LOCATION Troutdale
H.M. Fillmore

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.E. Division St. @ S.E. 112th Ave.	WEEK ENDING April 8, 1977	SECTION PREFIX 326-1072
HIGHWAY FAU 0670 (S.E. DivisionSt.)	COUNTY Multnomah	
NAME OF JOB S.E. Division St. @ S.E. 112th Ave.	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Hamilton Electric, Inc.	CONTRACT NUMBER 8434	FEDERAL AID PROJECT NUMBER HHS 0670(1)
DATE OF CONTRACT September 9, 1976	DATE WORK STARTED January 24, 1977	ESTIMATED COMPLETION DATE Completed March 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN None SUPERVISION None	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 220	WORK DAYS USED CALENDAR DAYS USED 178
PROJECT AUTHORIZATION $ 35,898.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 89
EXCLUSIVE OF ENGINEERING $ 32,755.23	ENGINEERING AUTHORIZATION $ 3,143.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 30,636.96	ENGINEERING COST TO DATE $ 6,984.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inc. Eng. 102
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 6.5%	PERCENT OF AUTHORIZATION 193%	DATE PROJECT WAS COMPLETED: March 17, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: -

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair	0		
MONDAY 4	Fair	0		
TUESDAY 5	Fair	0		
WEDNESDAY 6	Fair	0		
THURSDAY 7	Fair	0		
FRIDAY 8	Showers	0		
SATURDAY 2	Cloudy	0		

Routing
Keasey
~~Bond~~
Jackmond
~~Harwood~~
Johnsen
~~Walker~~
RECEIVED
APR 11 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

8434

June 20, 1977

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On June 10, 1977, we wrote to you concerning release of final payment on Contract No. 8434 awarded to Hamilton Electric, Inc. for traffic signal installation on S.E. Division Street at S.E. 112th Avenue in Multnomah County.

Final payment on this contract is $.83 and the total contract amount is $29,887.79. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8434

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 30, 1977

Citizens Bank of Oregon
Main Office
PO Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8434

This project has been finalled. This releases the $2,000 in bonds, that were being held in lieu of retainage.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (E S Hunter)

INTERMEDIATE AND FINAL INSPECTION REPORT

[illegible] Baker
A✓ accts

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
M. Craft, Reg. Const. Engr., OSHD & H.M. Fillmore, Res. Engr., OSHD

DATE OF INSPECTION 5-25-77	INSPECTION MADE BY W. N. Bryant, Area Engr.	PROJECT NO. HHS-0670(1)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 80%	WORK COMPLETED 100 %

SE DIVISION ST. @ SE 112th AVE.
FAU 0670
Signal

This project provided for the installation of a multi-phase traffic signal. A contract in the amount of $30,681.80 was awarded Hamilton Electric on 9-9-76. Work began on 1-24-77 and was completed in reasonably close conformance with approved plans and specifications on 3-17-77 at a final cost of $36,721 which includes $235 for Price Agreements, $750 for State Force Work and $6,084.04 for engineering. A total of 178 calendar days were used as compared to the 220 calendar days specified.

There were no significant overruns or underruns. Project records indicate that all materials incorporated into the work were in reasonable close conformance with the specifications.

Acceptance of the contract work is recommended.

COPY SENT
JUN 02 1977
STATE

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

☆U.S. GOVERNMENT PRINTING OFFICE: [illegible] - 732 - 628

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/11/78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-0670(1)
COMPLETION DATE 3/17/77	ACCEPTANCE DATE BY CONTRACT AGENCY 6/9/77	TIME ELAPSED 80 %	CONTRACT TIME 220 Cal Days
APPROVED EXTENSIONS None	LOCATION Interstction of SE Division Street (FAU 0670) and SE 712th Avenue, Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE DIVISION ST. @ SE 112th AVE.
FAU 0670
Signal

See Attached Final Inspection Report

RECEIVED
STATE HWY ENGR
MAY 2 [illegible] 78
REFER TO
FOR
Info | Imed | R/D | D.R | Sign | Act | File

COPY SENT
[illegible] 1978
Washington

5-23-78
cy K[illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE W. N. Bryant Area Engineer	DATE 5/15/78	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REGION I

RME RCE OE TE
UE SO RSM RSC
RBI BE TO

Region 1 - Milwaukie
May 17, 1979

MC.
MARION CRAFT
Region Construction Engineer

DICK BLADORN
Traffic Section

SIGNAL PROJECT @ SE DIVISION ST.
& 112th AVE.
HHS-0670(1)

Jon Rose has asked me to send you my comments on the overrun of non-participating engineering costs on this project. I believe this problem came to light as a result of an inquiry or protest, from Multnomah County, about the excessive overrun which has been charged to the County, and that this inquiry came through your office, so you are probably aware of most of the circumstances.

I don't know what I can say that will do you any good or that would make the County feel any different about the charges. For your information, and for whatever it may be worth, however, here is some additional background.

At the time this project was going on, we (the Highway Division), were feeling the effects of the administration's new direction, we were feeling the effects of the oil shortage and resultant shortage of money, projects were being postponed and/or cancelled, and we were in the middle of the layoff situation. Here in Portland (Region 1), we had 15 resident engineers on construction projects. Three of these resident engineers retired at the end of 1976, and with our workload, didn't feel we needed to replace them. We evidently had more work, relatively speaking, then the rest of the state, because we were asked by the Construction Section to fill these vacancies with resident engineers from other parts of the state that had even less work than we did. We spread what work we had around as best we could, but most of the projects we had during this time-frame overran their engineering authorization. Unfortunately, the construction engineering on this particular project overran the 15 percent limit allowed by the FHWA, making the sum listed in Jon Rose's letter non-participating.

I agree with Jon's last statement in his note, that it seems unfair to saddle Multnomah County with these costs, which really came about as the result of our own internal problems.

I know this doesn't provide any answers that will be palatable to Multnomah County, but if I can provide you with any more information, please let me know.

MC/gw
Attachment
cc: Jon Rose

1859

STATE OF OREGON **INTEROFFICE MEMO**

Highway-Traffic (DEPT) 378-6537 (TELEPHONE)

TO: H. S. Coulter
State Highway Engineer

DATE: June 1, 1979

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Engineering Charges to Local Agency Safety Projects

A Title II funded Traffic Signal Installation has been completed on S.E. Division Street of 112th Avenue (HHS-0670 (1)) in Multnomah County.

As per the agreement, the State routinely billed the county for $2,464.56 more than their advance deposit. On the surface this should not cause any concern to a large financially solvent local agency such as Multnomah county. However, on closer inspection, it is found that the county would have been refunded money if the preliminary engineering costs had not exceeded 15% by an amount of $3,599.73.

This office inquired and determined that during the preliminary engineering phase of this project, Region I was experiencing difficulty in providing projects for their engineering crews. Thus, prefixes for funding their crews were hard to obtain. A valid prefix was overused.

This is not new in our business, but when it involves another agency it is difficult to justify billing the outside agency to solve our internal problems.

With you approval, it is suggested that the $3,599.73 overrun be absorbed by the Highway Division and accounting adjust their final billing to reflect this.

L. E. George
Traffic Engineer

GLC:gm

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 6/19/79

RECEIVED
STATE HWY ENGR
JUN 6 '79
REFER TO
Ed. Hardt. – Comments? Do you agree?
FOR
Info Inves R/D D/R Sig Act File

~~OE~~ S RE RME RCE BE
TE RECEIVED RSM
UE JUN 11 1979 RSC
SO REGION I RBI
TO

G-file

Oregon State Highway Division Salem, Oregon, September 13, 1976	Federal-aid Project No. MHS-0670(1)

S.E. DIVISION ST. AT S.E. 112TH AVE. SECTION
FAU-0670, S.E. DIVISION STREET
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,500.00

Type Code Y031
Traffic Signal (S.E. Division at 112th Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 430.00
Temporary Signs	300 sq.ft.	4.16	1,248.00
Flagmen	40 hour	18.42	736.80
Traffic Signal Installation, Complete	All Required		28,267.00
	Subtotal		$30,681.80
	Engineering		2,317.20
	Engineering (Signal Controller Testing)		750.00
	Total		$33,749.00

Length of Project - - - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,500.00	$ 4,050.00	$ 450.00
Traffic Signal	33,749.00	30,374.00	3,375.00
Totals	$38,249.00	$34,424.00	$3,825.00

Group 1 - 100%

Contract No. 8434

Prefix No. 326-1072
Prefix No. 326-1964 P.E.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State Oregon
County Multnomah
Project No. HHS-0670(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S.E. Division St. at 112th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-23-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,249	$ 34,424

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Administrator)*

Date executed by Division Administrator SEP 20 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

File

Oregon State Highway Division
Salem, Oregon August 11, 1978

Federal Aid Project
No. HHS-0670 (1)

S.E. Division St. at S.E. 112th Ave. Section
FAU-0670, S.E. Division Street
Multnomah County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 4,500.00

Type Code Y031
Traffic Signal (S.E. Division at 112th Ave.)

Subtotal of previous estimate of September 13, 1976	$30,681.80
Subtotal	$30,681.80
Engineering	4,602.20
Engineering	$35,284.00
(Signal Controller Testing)	750.00
Total	$36,034.00

Length of Project - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 4,500.00	$ 4,050.00	$ 450.00
Traffic Signals	36,034.00	32,430.00	3,604.00
Total	$40,534.00	$36,480.00	$ 4,054.00

Group 1 - 100%
Contract - 8434
Prefix 326-1072
Prefix 326-1964 P.E.

8434

STATE COPY

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-138		ate Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1		Project Number HHS 0670 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,249.00	$ 40,534.00
Federal funds	$ 34,424.00	$ 36,480.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

C+Q 5474 10-16-75

8434 S.E. Division St. @ S.E. 1976
112th Ave. Sec. (S.E. Division St)
(Traffic signal install.)

8433

18

October 31, 1975

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5487

Gentlemen

Attached for your records is a fully executed copy of an agreement (letter-form) for reconstruction of Knox Butte Road between Scravel Hill Road and Burkhart Creek Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

KNOX BUTTE ROAD SECTION

PROJECT NO. SRS-000S(69)

Existing Facility: 37-foot surfaced roadway.

Adjacent Sections:

East End--22-foot oiled surface roadway with 2 1/2-foot graveled shoulders.

West End--Prestressed concrete slab span bridge 30 feet long with 37-foot horizontal clearance. 22-foot oiled surface roadway with 2 1/2-foot gravel shoulders.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. High-type pave the existing facility to provide two 12-foot travel lanes with 6-foot shoulders.

Relocation Assistance Payments: None involved.

System Action, Railroads, Water Development, Historical and Recreation Areas: None involved.

Airports: Both Albany Municipal Airport lies west and Propst Airfield (Pvt.) lies east within 2 miles of the project. No conflict should be involved as a result of the project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 2.

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

TION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.2 mi. E. of Albany ECL, E 0.95 mi.	**ADT**	3,550	6,350	96	10	Oregon	41	148	69

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
nt								SRS-	000S	(69)		

n 230) Safer Roads Demonstration Program	COUNTY NAME Linn			CODE 043	PROGRAM STAGE
	ROUTE NO.	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----	☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			ESTIMATED PROJECT COST BY PHASES				
		0.95	1,500	1,350		150 (Co.)	
	"Knox Butte Road Section"	0.95	80,000	72,000		8,000 (Co.)	ROW - 60' min.; Access Control-none; Parking Restrictions-none.
DRH	PROJECT TOTALS	0.95	81,500	73,350		8,150 (Co.)	

TES

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.2 mi. E. of Albany ECL, E 0.95 mi.	ADT	PRESENT 3,550	FUTURE 6,350	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & High-Type Pavement	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SRS-	NUMBER 000S

CARD 4	CLASS OF FEDERAL FUNDS (Section 230) Safer Roads Demonstration Program	COUNTY NAME Linn		CODE 043
	NAME OF URBAN AREA ----	ROUTE NO. FEDERAL-AID Non	STATE Co. Rd.	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**			0.95	1,500	1,350		150 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201		"Knox Butte Road Section"	0.95	80,000	72,000		8,000 (Co.)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.95	81,500	73,350		8,150 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated cost of $1,500 with obligation of Federal funds of $1,350.

Grade, drain and base work was done by County forces in the fall of 1975 in anticipation of Federal funding of the high-type pavement. Expedience was the County's prime factor in progressing the project for it was their contention that the hazardous condition be alleviated as soon as possible.

DRH:md

Encl.

cc: C. O. Fredrickson (Region 2)

PRO 6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-000S(69)

We are submitting program data for one project, Item No. 69, Project No. SRS-000S(69), "Knox Butte Road Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-Aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed is one copy of the preliminary plans, project proposal, accident data prepared for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/18/76

BY (Signature): L.W. Rulien's 2/5/76 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 230

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
69	SFS-000S(69)	0.95	81,500	73,350	KNox Butte Road Section Linn County State of Oregon	Preliminary Engineering High Type Pavement

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3/15/76	for G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-[illegible]
(Rev. 8-71)

GPO 915-690

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-000S(69)

STATE PROJECT NO.: Knox Butte Rd Section

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: SRS-69

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3/18/76

FEDERAL ROUTE NUMBER: Non-Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road 0.2 miles east of Albany, ECL
East 0.95 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $1,500, Federal funds $1,350.

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE: 3/18/76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner for

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-055

[illegible] 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
May 21, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Project Assessments
Safety/Signal Projects

TO: L. W. Rulien
Project Management Engineer

The following projects have been examined and assessed for potential impact to the human and natural environment:

Knox Butte Road Section, County Road 7, Linn County

Barbur Blvd. @ SW 19th Avenue Section, Pacific Highway West, Multnomah County

Millard Road and Scappoose-Veronia Road Section, Lower Columbia River Highway, Columbia County

Pacific Highway West @ Irving Road Section, Pacific Highway West, Lane County

It has been determined that no additional right-of-way will be required for these projects; that they are not likely to precipitate significant foreseeable adverse alterations in the human and cultural environment; and that they are of a type for which the statewide environmental assessment for Highway Safety Improvement projects is applicable.

The statewide assessment deems these projects as non-major actions.

GAP:ss

cc: R. L. Schroeder ✓
Bob Bothman
Geoffrey Kaiser
Alfred Shirley, Jr.
Eb Engelmann

RECEIVED
MAY 21 1976
Office of
Assistant State Highway [illegible]

2173

Linn Co.

[illegible]

OREGON STATE HIGHWAY DIVISION

FILE: 222-1943

[illegible]
Salem, Oregon
June 3, 1976

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Knox Butte Road Section
Title II
Section 230
Linn County

TO: Memo to the File

On this date, I discussed the typical section for subject project with Willis Grafe, Linn County Engineer, and Neal Michael, Assistant County Engineer, and Paul Riedl, Area Engineer, FHWA.

Mr. Grafe's statements were "the crown is there, we are committed to the existing section, pave existing section and County will stripe."

I explained the bicycle path as striped isn't considered a legal path, and could not be counted toward the County's one percent. Mr. Grafe understands this and wishes to proceed with the existing section.

Mr. Michael requested no additional asphalt be placed on the structure at west end, dead load being the limiting factor.

In summation, all present concurred that the existing section should be utilized and no attempt be made to change it.

REFERRED TO
____Board____ ____Reed____
1 Cole WEC ____Semple____
____Erikson____ ____Watson____
____Hager____ ____Wolfe____
[✓ Return] Discuss Do File Copy Dut
BY FINAL DESIGN ENGINEER

cc: Gerald Wimer
Jim Chaney

____Versteeg____
____Olson____
1 Christensen Dan
____Scott____
____Swenson____
____Savage____
____Trout____

RECEIVED
JUN 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring up____/____
Other____

6-16-76
Paragraph 3 above is not accurate. Don Shaffer explained it is up to County D.A. to determine if the bike path is legal. I called Willis Grafe, County Engineer, and explained I was in error and asked if his decision was the same and if he would consider striping with path each side. His answer to paving was the same, and he will keep an open mind re: striping. P.S.

3433

Linn Co.

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1976

F.E. Terpin
Location Engineer

To: C.O. Fredrickson
Region 2 Engineer

SUBJECT: Burkhart Creek-Scravel Hill Road
Knox Butte Road (County Rd No. 7)
Linn County

Mr. Grafe has been contacted by Don Shaffer, Bicycle Route Engineer, and informed that while State is not permitted to designate a Class II bikeway unless a barrier separates the travel way and the bikeway, other jurisdictions may do so if legal opinion so interprets.

Mr. Shaffer suggested striping centerline 2-foot offset from the crown, thereby permitting striping of two 6-foot-wide bike lanes. Mr. Grafe agreed to investigate the proposal.

REFERRED TO
Beard
✓ Cole WEC
Eriksen
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FET:jp
cc D.N. Harwell
J.H. Versteeg

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. SRS-000S(69)
See below

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. SRS-69

COUNTY NAME Linn

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Ac | File

DATE PS&E APPROVED 8-4-76	**DATE AUTHORIZATION EFFECTIVE** 8-4-76	**FEDERAL ROUTE NUMBER** Non-Federal-aid **STATE ROUTE NUMBER** County road

GENERAL LOCATION:
"Knox Butte Road Section" (Burkhart Creek-Scravel Hill Rd)

GENERAL DESCRIPTION OF WORK:
Paving (6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Permanent Pavement Striping $250.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3-18-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $70,164 - Federal funds $63,147.

A signed copy of the Title sheet is returned herewith.

DATE 8-16-76	**SIGNATURE OF APPROVING OFFICIAL** D K Hossner Jr	**TITLE** Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 15 SUNDAY	No Activity
16 MONDAY	No Activity
17 TUESDAY	No Activity
18 WEDNESDAY	Contractor placed shoulder aggregate MP 0.72 to 1.73 Rt and around approached Lt.
19 THURSDAY	Contractor completed placing shoulder aggregate throughout.
20 FRIDAY	Contractor broomed and flushed shoulder area to remove residue from placing shoulder aggregate. This is completion day for this project.
21 SATURDAY	

REMARKS

Final inspection is scheduled for 1:30 pm Monday, May 23, 1977.

SIGNED J. M. Martin, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

843

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burkhart Creek-Scravel Hill Road	WEEK ENDING: May 21, 1977	SECTION PREFIX: 222-1061
HIGHWAY: Knox Butte Road	COUNTY: Linn	
NAME OF JOB: Burkhart Creek-Scravel Hill Road	KIND OF WORK: Paving	
CONTRACTOR: Wildish-Corvallis Construction Co.	CONTRACT NUMBER: 8433	FEDERAL AID PROJECT NUMBER: SRS-000S(69)
DATE OF CONTRACT: September 7, 1976	DATE WORK STARTED: October 8, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 175	CALENDAR DAYS USED: 152
PROJECT AUTHORIZATION: $ 74,129.02	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 89%
EXCLUSIVE OF ENGINEERING: $ 67,654.87	ENGINEERING AUTHORIZATION: $ 6,475.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,705.31	ENGINEERING COST TO DATE: $ 6,920	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION: 107 %	DATE PROJECT WAS COMPLETED: May 20, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Aggr. Shld.
						100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.01
MILES PARTIALLY COMPLETED					1.01
MILES COMPLETED					1.01
TOTAL ESTIMATED QUANTITIES (CONTRACT)					3780 ton
TOTAL QUANTITIES CORRECTED TO DATE					3620
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3620
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Huber, 1-roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	P. Cloudy	147		
MONDAY 16	Showers	148		
TUESDAY 17	Showers	149		
WEDNESDAY 18	Cloudy	150		
THURSDAY 19	Fair	151		
FRIDAY 20	Cloudy	152		Project Completed - *Final Report*
SATURDAY 21		—		

Kelsey K RECEIVED
Bo[illegible]
Lockwood [illegible] 23 1977
Harwood
Johnsen CONSTRUCTION
Walker SECTION

ITEM NO. & DESCRIPTION QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
Extra Work Orders			
1) Excavate soft spots & backfill with suitable material. $1,500	$1,994.37	+497.37	+33.2%

This agreement compensated the contractor for repairing soft spots in the existing pavement. The amount of material required was underestimated and attributed for the overrun.

State Force Orders			
1) Temporary & Permanent Pavement Striping $840.00	Billing not received.		

$250.00 anticipated for pavement striping. State forces equiped for this work.

Engineering			
$6,474.15	$7,600.00	+1,125.85	+17.4%

Engineering to insure the smooth ride achieved was responsible for the overrun.

ITEM NO. & DESCRIPTION PLAN QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
7) Asphalt Cement in Mixture 255 ton Underrun of "E" mix quantity and minimum allowable percent of asphalt content attributed to the underrun.	222.31	-32.69	-12.8%
8) Portland Cement or Lime Additive in Class "E" Mixture 19 ton Total quantity required in "E" mix a.c. to meet specifications. "E" mix quantity underran.	16.70	-2.3	-12.1%
9) Asphalt in Tack Coat 4 ton Within close conformance to plan quantity.	4.07	+0.07	+1.8%
10) Extra for Asphalt Approaches 48 each Total number of approaches paved.	49	+1.0	+2.1%

Price Agreements

1) Changes in contract time
and a.c. mix proportions.

Documentation-specification change
This agreement documented the time for completion and corrected the the proportions of materials for a.c. pavement.

2) Penalty-Failing A.C. Pavement Lump Sum	100%	-0-	-0-

This agreement gives a credit to the State for nonspecified a.c. pavement furnished to the project. This order not yet approved.

STATEMENT OF OVERRUNS AND UNDERRUNS

Burkhart Creek-Scravel Hill Road
Knox Butte Road Linn County
Contract 8433 Prefix: 222-1061
F.A.P. #SRS-0008(69)

ITEM NO. & DESCRIPTION PLAN QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
1) Temporary Protection & Direction of Traffic Lump Sum	100%	-0-	-0-
2) Temporary Signs 126 sq. ft.	128	+2.0	+1.6%
Within close conformance to plan quantity.			
3) Flagmen 160 hour	119.5	-40.5	-25.3%
Number of flagging hours required to provide adequate traffic control.			
4) Aggregate Shoulders 230 ton	448.12	+218.12	+94.8%
Quantity required to eliminate abrupt pavement edge throughout the project. Original estimate did not allow for the irregular slopes throughout this section.			
5) Class "E" Asphalt Concrete Mixture 1,850 ton	1,669.78	-180.22	-9.7%
Within reasonable conformance to the plan quantity.			
6) Class "C" Asphalt Concrete Mixture in Leveling & Road Approaches 1,930 ton	1,962.70	+32.70	+1.7%
Within close conformance to plan quantity.			

STATEMENT OF OVERRUNS AND UNDERRUNS

Burkhart Creek-Scravel Hill Road
Knox Butte Road Linn County
Contract 8433 Prefix: 222-1061
F.A.P. No. SRS-000S(69)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT
Contract Bid Items	64,491.50	60,726.30	-5.8%
Anticipated Items	250.00	840.00*	+236.0%
Contingencies	2,913.37	1,994.37	-31.5%
Engineering	6,474.15	7,600 Est.	+17.4%
Total	74,129.02	71,160.67	-4.0%
Penalty-failing a.c. mix P. A. No. 2 #		-757.94	
Total Cost	74,129.02	70,403.15	-5.0%

* Estimated amount-billings not complete.

# Pending approval.

Burkhart Creek-Scravel Hill Road - Narrative Report Continued

quired prevented effective control of quality, all of the material placed is considered suitable for its intended use.

Extra Work

Price Agreement No. 1 documented corrections to AC aggregate specifications which were misprinted in the Special Provisions. No change in contract price.

Price Agreement No. 2 will document penalty for failing incorporated AC. Amount of penalty not determined as of this writing.

Extra Work Order No. 1 provided for removal and backfilling of several small soft spots in the roadway. Final cost was $1,995.00.

Completion Date

Specified Completion: 175 Calendar Workdays Used: 152 CWD

Completion Date: May 20, 1977

J. M. Martin
Resident Engineer

Linn

Versteeg
I Olson Joe
Christensen
Scott
Copy Swenson
Savage
Trout

RECEIVED
JUL 0 1 1977
ROAD
DESIGN
SECTION

Req. & Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

REFERRED TO
3 W.E.a.
2 F.E. 1 SW
Wolfe
Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Burkhart Creek-Scravel Hill Road
Knox Butte (Linn County Road)
Contract No. 8433

NARRATIVE REPORT

Project Description

This Federal-Aid project consisted of overlaying with asphaltic concrete one mile of Knox Butte county road from Burkhart Creek to the Scravel Hill Road intersection.

Linn County had paved this section in 1975 with a 2" base course of AC. Contract No. 8433, which was awarded to Wildish-Corvallis Construction Co. in 1976, specified an additional base and leveling course of Class "C" AC and an immediate wearing course of Class "E". An additional final course of AC is planned for future application.

The typical section shows two 12' travel lanes, a 4' paved shoulder on the right, and on the left a 9' paved bikeway-pedestrian path separated from the travel lane by double striping.

This striping detail does not conform to that specified for Class III bikeways which are single-striped. Linn County, with a wisdom shared only by God, preferred the double stripe. Their will was done and Linn County, at the State's request, wrote a letter accepting full responsibility for this departure from standard design.

A. C. Concrete

The "C" and "E" AC mixes looked good and laid down well. There was no visual evidence of segregation, boils, nor bleeding. Grade control was good. Nonetheless, samples taken from the street showed gradation out of specs.

On the first day's run of "C" mix, tests 1 and 2 failed and test 3 passed. No penalty was assessed for the first two failing tests because these are allowed for plant adjustment.

On the second day two tests were run, both failed. A penalty will be assessed on the total production for that day.

On first day's production of "E" mix all three tests failed. Penalty assessed on quantity represented by third test.

The second day's run had the first test passing, last two failing. Tonnage represented by the failing tests represented a majority of the day's run, therefor a penalty is assessed for the entire day's production.

The gradation aberrant was not confined to any one size. As adjustments were made excesses would show up elsewhere, sometimes in the coarse and sometimes in the fines.

Because the stockpiles were in spec and because both mixes looked uniformly good on the street, and because the time element in sampling and testing, adjusting the plant and contending with the small total quantity re-

8

August 24, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 15, 1977, we wrote to you concerning release of final payment on Contract No. 8433 awarded to Wildish-Corvallis Construction Co. for work on the Burkhart Cr.-Scravel Hill Rd. Section of the Knox Butte County Road in Linn County.

Final payment on this contract is $1,030.60 and the total contract amount is $61,966.33 including $1,994.37 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Wildish-Corvallis Construction Co.
P. O. Box 1106
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (H S Coulter)
Washington D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY LINN	DIVISION OREGON
DATE OF REPORT April 12, 1978	REPORT MADE BY BILL KAPPUS, Area Engineer		PROJECT NO. SRS-000S(69)
COMPLETION DATE May 23, 1977	ACCEPTANCE DATE BY CONTRACT AGENCY August 10, 1977	TIME ELAPSED $\frac{152}{175} = 87$ %	CONTRACT TIME 175
APPROVED EXTENSIONS None	LOCATION Knox Butte Road from Burkhart Creek to Scravel Hill Road near Albany, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

KNOX BUTTE ROAD
BURKHART CREEK-SCRAVEL HILL ROAD
PAVING

This project provided for the paving of 1.01 miles of roadway.

The total contract time underran by 23 days.

The final project cost was $70,403.15 which underran the original estimate by 5.0%.

A final inspection was made May 23, 1977.

All appropriate documents have been received and the project is considered acceptable.

4-19-78
cy Kessey

RECEIVED
STATE HWY ENGR
APR 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
APR 18 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 4-13-78	TITLE Field Operations Engineer DATE 4-17-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

G - File

Oregon State Highway Division
Salem, Oregon, September 8, 1976

Federal Aid Project
No. SRS-000S(69)

BURKHART CREEK-SCRAVEL HILL ROAD SECTION
KNOX BUTTE COUNTY ROAD
LINN COUNTY

Project agreement estimate.

Type Code PE

Preliminary Engineering	All Required		$ 1,500.00

Type Code 6201
Roadway (M.P. 0.72 to M.P. 1.73)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	126 sq.ft.	4.00	504.00
Flagmen	160 hrs.	18.50	2,960.00
Aggregate Shoulders	230 tons	4.25	977.50
Class "E" Asphalt Concrete Mixture	1,850 tons	10.50	19,425.00
Class "C" Asphalt Concrete Mixture in Leveling & Road Approaches	1,930 tons	9.50	18,335.00
Asphalt Cement in Mixture	255 tons	70.00	17,850.00
Portland Cement Additive in Class "E" Mixture	19 tons	60.00	1,140.00
Asphalt in Tack Coat	4 tons	100.00	400.00
Extra for Asphalt Approaches	48 only	50.00	2,400.00
			$64,491.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 250.00
	Subtotal	$64,741.50
	Engineering	6,473.50
	Total	$71,215.00

Length of Project 1.01 mile
Cost of Roadway Per Mile $70,509.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 1,500.00	$ 1,350.00	$ 150.00
Roadway	71,215.00	64,093.00	7,122.00
Total	$72,715.00	$65,443.00	$7,272.00

Group 1 - 100%
Contract No. 8433
Prefix No. 222-1061
Prefix No. 222-1943 P.E.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

643.3 STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Linn Project No. SRS-000S(69)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.2 mi. E. of Albany ECL, E 0.95 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-18-76	1.01
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	1.01
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 72,715	$ 65,443

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst ~~Deputy~~ State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For G.L. Green
Date executed by Division Administrator SEP 20 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. SRS - 00S (69)

Burkhart Creek-Scravel Hill Road Section
Knox Butte County Road
Linn County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 1,500.00

Type Code 6201
Roadway (M.P. 0.72 to M.P. 1.73)

Subtotal of previous estimate of September 8, 1976	$ 64,741.50
Engineering	9,711.50
Total	$ 74,453.00

Length of Project --- 1.01 miles
Cost of Roadway per mile --- $73,715.84

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	County Funds
Preliminary Engineering	$ 1,500.00	$ 1,350.00	$ 150.00
Roadway	74,453.00	67,007.00	7,446.00
Total	$75,953.00	$68,357.00	$ 8,596.00

Group 1 --- 100%
Contract No. 8433
Prefix No. 222-1061
Prefix No. 222-1943 P.E.

8433

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-142		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 1	8 18 78	Project Number SRS - 00S (69)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20, 1976,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 72,215.00	$ 75,953.00
Federal funds	$ 65,443.00	$ 68,357.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Busson
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

16717

C & A 5487 10-31-75

8433 Burkhart Cr.-Scravel Hill 1976
Rd. Sec. (Knox Butte Rd.)
(Paving)

BIBLIOGRAPHY

Collins, Lloyd R.
1953 Archaeological Survey of the Oregon Coast from June 1951 - December 1952. Report of the Department of Anthropology, University of Oregon. MNH. (Oregon Archaeological Survey File). Eugene.

Farrand, Livingston
1901 Notes on the Alsea Indians of Oregon. American Anthropologist 3:239-47.

Franklin, Jerry F., and C. T. Dyrness
1973 Natural Vegetation of Oregon and Washington. USDA Forest Service General Technical Report PNW-8. Portland.

Oregon State Highway Division
1975 Project Environmental Assessment, Burns-Hines Section. Salem.

Oregon Transportation Commission
1974 Standard Specifications for Highway Construction. Salem.

Smith, Allan K., and Jim E. Lauman
1972 Fish and Wildlife Resources of the Middle Coast Basin, Oregon, and Their Water Requirements (Revised). Portland: Oregon State Game Commission.

learned from the land owner, since the western part of the site was not seen in 1951, nor was any remnant of it seen in the project area during this survey.

RECOMMENDATIONS

Because no archaeological sites were found within the project area, there is no need for further mitigating measures. Construction crews should be cautioned, however, to limit their activities to the proposed right-of-way between Highway Stations 1875 and 148, in order not to disturb what remains of the cultural deposit of Site 35 LNC 24, west of the Coast Highway. Furthermore, it is still possible, though we believe unlikely, that a buried archaeological site will be uncovered during construction. If this occurs, the staff of the Museum of Natural History should be contacted as soon as possible so that an archaeologist can evaluate the find before it is further disturbed. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission 1974), which stipulates that archaeological finds uncovered during construction be adequately recorded or preserved before they are destroyed.

Evidence suggesting the presence of an archaeological site, and the things to report, include deposits of shells, blackened soil, fire-cracked rock, concentrations of broken bones, bone and antler artifacts such as wedges and harpoon points, and ground stone artifacts such as mortars ("stone bowls") and pestles.

PALEONTOLOGICAL LOCALITIES

Two fossil localities are on record, in the Paleontological Locality File, MNH, that are within ten miles of the mouth of the Yachats River. One locality, one mile to the north, is in stratified basalt tuffs. The other, five miles to the south, is a conglomerate in which the mineralized bones of marine mammals, such as whale, as well as equus (horse) have been found. Basalt tuffs and conglomerates, possibly extensions of the same fossil bearing strata found in the vicinity, occur near the project area, so there is a possibility that in removing earth, fossil bones may be uncovered. If fossilized bones, or any other fossil materials are found during construction, they should be sent to the Museum of Natural History for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bones (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and MNH should be contacted for further instructions.

area, between Highway Stations 1875 and 148. At the time of the survey it was uncertain whether any undisturbed part of the site was within the right-of-way. Dark soil with some shell fragments was visible along a shallow cutbank at the western edge of the graded portion of the existing roadway, between Highway Stations 148 and 150 + 50, just south of the intersection of the Coast Highway and Yachats Ocean Road. This area appears to be just outside of the area to be disturbed by the planned construction. No evidence of the archaeological site was visible between the juncture with Yachats Ocean Road and the south bank of the Yachats River inside the project area, apparently because this area had been graded down to sterile soil during construction of the existing roadway.

At the time of the survey it was considered possible that an undisturbed portion of the midden deposit was adjacent to the southwestern margin of the juncture of Yachats Ocean Road and the Coast Highway, a small area where the juncture was planned to be widened, between Highway Stations 150 + 50 and 151. No midden was visible in this area, but the location adjacent to midden soil and the fact that the soil was obscured, by vegetation and construction supplies stores there, made it seem prudent to test the area by limited excavations.

It was recommended to the Highway Division that the area be tested. The work was authorized by the Highway Division, and a state antiquities permit was obtained.

Excavation of the area in question consisted of three auger holes approximately 20 cm. in diameter. The soil was sifted through a screen with a 0.21 inch mesh. The three holes were at intervals of approximately four meters. The depths of the holes were from 25 to 42 cm.

The topsoil consisted of a humic brown clayey loam, from 20 to 40 cm. deep, underlain by a consolidated sand, too hard to penetrate with the auger. No evidence of aboriginal habitation was found.

It seems probable that, if there was once a midden deposit in the area in question, it was scraped away during the construction of Yachats Ocean Road or the Coast Highway. No cultural deposit was discovered within the proposed right-of-way.

Site 35 LNC 31 (cf. Map 1) that was recorded by Collins during the 1950-51 survey (Collins, 1953), was described as a midden that once had extended westward to Highway 101 (Oregon Archaeological Survey files). Apparently this was site or sites exist at the mouth of the Yachats River, both because a named site is said to exist there, and because the Alsea tended to have villages near the mouths of the larger streams.

PREVIOUS ARCHAEOLOGY

The first archaeological survey in Lincoln County was that conducted by the University of Oregon in 1951 and 1952 (Collins 1953) as part of a survey of the entire Oregon Coastal strip. This survey resulted in the discovery of 32 sites on the Lincoln County coastline, twelve of which are clustered within two miles of the project area. Since that first survey, there have been several surveys on the Lincoln County coastline by Oregon State University, and 16 additional sites were located. One of these sites, recorded in the Oregon Archaeological Survey files of MNH, is within two miles of the project area.

The density of sites on the coast within two miles of Yachats suggests that the area was a center of aboriginal habitation. Two archaeological sites are recorded to be very close to, and possibly within, the project area at the mouth of the Yachats River: Site 35 LNC 24 on the south side of the river, and Site 35 LNC 31 on the north side (see Map 1). Both are known as shell middens and may be the remains of villages.

A paucity of archaeological work on the central Oregon coast, other than surveys, means that knowledge of the area's prehistory is limited. No radiocarbon dates are available from the area, but no site reported so far, appears to be much older than 1000 years. It is probable, however, that the region has been inhabited for a much longer period.

RECONNAISSANCE PROCEDURE AND RESULTS

The project area was surveyed on foot with special attention paid to any indication of aboriginal habitation or suitability for aboriginal use. In spite of the dense vegetation of the general vicinity, there has been enough soil disturbance in the project area that frequent soil exposures were considered adequate for the purposes of the survey. No collecting or digging was attempted, since these activities would require antiquities permits.

One archaeological site was found that appeared to be partially within the project area. This site, on record as Site 35 LNC 24, is a shell midden evident along the south bank of the Yachats River, west of and adjacent to the project and the seasonal variation of temperature is minimal (January average 5°C , July average 15°C).

The vegetation of the project area appears to be either planted or encroachment into disturbed areas. An exception to this is a riparian community just upstream from the bridge on the north side of the river. It is probable that before Euro-American settlement the terraces were covered with coniferous forest and the floodplain with the riparian community.

The most important faunal resource of the Yachats area, other than the shellfish obtained regularly from the tidal flats and tidal pools, is fish. Anadromous salmonids that spawn in the Yachats River system in abundance include fall Chinook and Coho salmon, and winter steelhead and sea-run cutthroat trout (Smith and Lauman 1972:8). Significant populations of black-tailed deer are present in this region of the Oregon coast, but elk are present only in low numbers (ibid.:55).

That the salmon are the major abundant animal resource of the Yachats vicinity suggests that archaeological sites in the area should be located in places close to the river from which the salmon can be caught. The edges of the terraces at the mouth of the river are ideal site locations since they are near intertidal resources such as clams. Also, such locations are sheltered, somewhat, from winter storms.

ETHNOGRAPHIC BACKGROUND

The southernmost village of a tribal group known as the Alsea was located at the mouth of the Yachats River. Alsea territory extended up the coast to Seal Rock, centering on the drainage area of the Alsea River (Farrand 1901). The name of the southernmost village was apparently "Yachats," after which the present town is named. The territory immediately south of the Yachats River was claimed by the Siuslaw, whose population center was the lower course of the Siuslaw River.

Both the Alsea and the Siuslaw were peoples who subsisted primarily on the anadromous fishes and intertidal resources, and obtained most of their raw materials from the forests around them. No ethnographic research was conducted with either group prior to the reservation period, and few early historical accounts of them are available. Consequently, we must rely on archaeology for many of the details of their lifeway.

The little ethnographic information available indicates that an archaeological on the south, a distance of 0.4 mile, in the SW¼ SW¼ section 26 and the SE¼ SE¼ section 27, T. 14 S., R. 12 W., at an elevation between 24 and 52 feet above mean sea level.

The coast south of Yachats is characterized by steep, rocky headlands and few sheltered coves and terraces where human habitations may be located. At the mouth of the Yachats River is the best harbor between Waldport, eight miles to the north, and Florence, 22 miles to the south. Between Yachats and Waldport is an ocean-fronting terrace between ¼ and ½ mile wide.

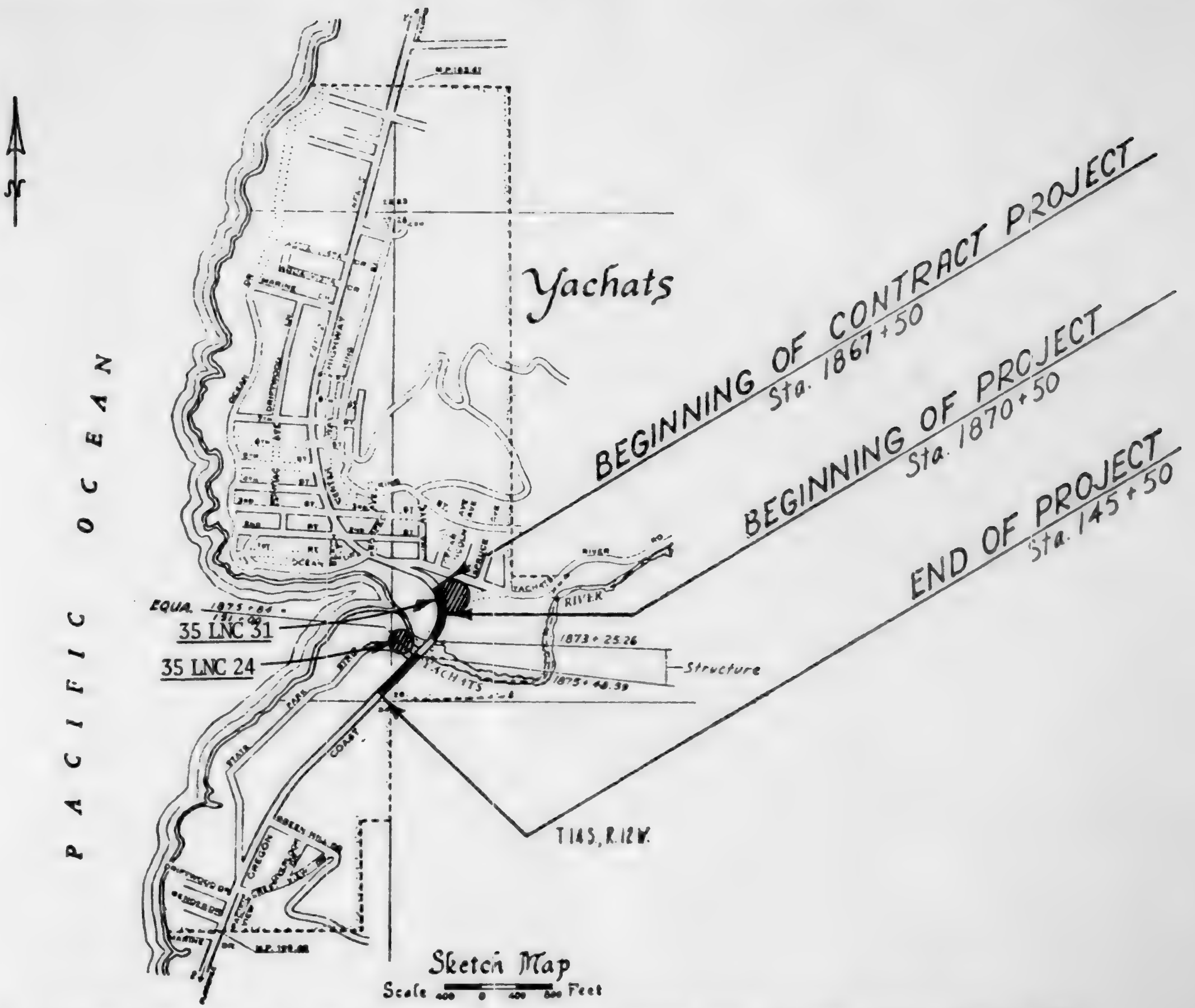
The proposed bridge will cross the Yachats River near the upper end of tidewater. Upstream from the bridge the Yachats River flows through the Coast Range in a very narrow valley where the bottom never exceeds 200 meters in width. Most of the town of Yachats is located on the north side of the Yachats River estuary, on a terrace approximately 50 feet above sea level. The portion of the highway, in the project area, north of the bridge is built on artificial fill across a low, marshy area. Here, between the highway and the estuary, about 200 meters to the west, is a flat area composed of artificial fill deposited many years ago and protected from the Yachats River and estuary by rip-rap. Upstream from the bridge the floodplain area is relatively undisturbed, and remains marshy.

The land on the south side of the bridge rises abruptly to a terrace that is about 50 feet above sea level and is underlain by basaltic rock. This terrace is a gradual incline downward to the west, but it maintains a steep bank along its estuarine and ocean-front margins. At low tide, there are extensive tidal flats along the margins of the estuary, downstream from the bridge, and there are tidal pools in the adjacent rocky coastal areas.

There are residences on both sides of the highway south of the bridge.

Archaeological sites located on the terraces in the Yachats area would not be affected by alluviation of the river, but portions of the sites at the eroding edges of the terraces appear to be affected by the action of the river and the tides, which cause the banks of the terraces to slump. It would be highly unlikely a site would remain intact on the floodplain of the Yachats River, owing to the continual erosion and deposition.

The vegetation of the Yachats area is classed by Franklin and Dyrness (1973: 44-45, 58-70) in their Picea sitchensis vegetational zone, the zone in which the influence of the ocean is most intensive. The natural forests of the zone are dense, and composed primarily of Sitka spruce, western hemlock, western red cedar, Douglas fir and grand fir. Precipitation is very high, falling mostly as winter rain,


N
PACIFIC OCEAN
Yachats
BEGINNING OF CONTRACT PROJECT
Sta. 1867+50
BEGINNING OF PROJECT
Sta. 1870+50
END OF PROJECT
Sta. 145+50
EQUA. 1875+84
35 LNC 31
35 LNC 24
YACHATS RIVER
1873+25.26
1875+48.59
Structure
T14S, R12W.
COAST
Sketch Map
Scale 400 0 400 800 Feet

Map 1. PROJECT AREA. *From: Yachats River Bridge Sec., Oregon Coast Highway. OSHD, August 1976. Archaeological sites are in shaded areas.*

ARCHAEOLOGICAL RECONNAISSANCE OF THE YACHATS RIVER BRIDGE SECTION, OREGON COAST HIGHWAY, LINCOLN COUNTY, OREGON

INTRODUCTION

Through a contract with the Highway Division of the Oregon State Department of Transportation, the University of Oregon Museum of Natural History (MNH) conducted an archaeological survey of the Yachats River Bridge Section, on the Oregon Coast Highway (U. S. 101), in Lincoln County. The purpose of the survey was to determine if any archaeological resources would be affected by planned construction.

The survey, conducted on May 24, 1977, by Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, MNH, resulted in the discovery that a portion of a previously recorded site, 35 LNC 24, seemed to be endangered by construction. To determine if the area in question had a cultural deposit, test holes were excavated, on May 26, 1977, by Pettigrew and Kathryn A. Toepel, graduate student, Department of Anthropology.

Documents used for information on the nature, location and extent of the project area include the Negative Declaration (Oregon State Highway Division 1975) and the plans for the project, scale 1" = 100', both provided by the Highway Division. The map on the cover page of the plans for the project is reproduced here as Map 1.

Background research was by Pettigrew, who wrote most of this report. David L. Cole, Curator of Anthropology, MNH, and Principal Investigator under the contract with the Highway Division, wrote the section on paleontology, edited the report and concurs with the recommendations.

In this report the United States system of measurement is used when taken from maps and references, and the metric system is used by the field workers.

THE SETTING

The proposed highway project (Map 1) is to replace the existing bridge across the Yachats River and change the highway alignment, slightly, at the north and south approaches to the bridge, including adjustment of the juncture with Yachats Ocean Road, just south of the bridge on the western side. The project area is located between Highway Stations 1867 + 50 on the north and 145 + 50

CONFIDENTIAL
For official use of
Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

ARCHAEOLOGICAL RECONNAISSANCE OF THE YACHATS RIVER BRIDGE SECTION, OREGON COAST HIGHWAY, LINCOLN COUNTY, OREGON

Contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

by

Richard M. Pettigrew
and
David L. Cole

Museum of Natural History
Eugene, Oregon
November 10, 1977

MNH Survey Report 77-32

General Files

CONFIDENTIAL
For official use of
Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

NOTED
E. S. HUNTER

ARCHAEOLOGICAL RECONNAISSANCE OF THE YACHATS RIVER BRIDGE SECTION, OREGON COAST HIGHWAY, LINCOLN COUNTY, OREGON

By

Richard M. Pettigrew
and
David L. Cole

MNH Survey Report 77-32

RECEIVED
TECHNICAL SERVICES
NOV 23 '77
REFER TO
FOR
Info Invest R/D D/R Sign Act File

8432 Yachats River Br. Sec. of 1976
Oregon Coast Hwy. at Yachats
(Grade, pave & structure)

CONFIDENTIAL

843

95

RECEIVED
SEP 22 1964
FOR FILING

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

September 4, 1964

CONSTRUCTION DIVISION
RECEIVED
SEP 9 1964
NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have received a field report on the Yachats Bridge proposal submitted to us by letter dated August 12, 1964 and acknowledged on August 24, 1964.

It is requested that advance plans be submitted to us for review prior to letting the contract so we may consider any effects the project may have on the shell fishery in the bay area.

Your favorable consideration in this matter will be appreciated.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ACTING
STATE FISHERIES DIRECTOR

cc R. Koski, Oregon State Game Commission

Copies to:
- L. P. Shaw
- L. H. Young
- Frank Hall
- T. C. Roake
- J. E. Morelock
- R. D. Asburry (2)

RECEIVED
SEP 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

843.

15

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

December 28, 1973

SUBJECT: Yachats River Bridge
Replacement
Oregon Coast Highway

To: Mr. C. O. Fredrickson
Regional Engineer

Attention: Mr. Gerald Wimer
Region Construction Engineer

NOTED
E. S. HUNTER

Thank you for your comprehensive report on the problems envisioned with an attempt to revise the alignment of the highway on the subject bridge.

Please proceed to retrace the existing alignment and then topog from it.

I have reviewed the problem with Walt Hart, Bridge Engineer, and he indicates that the new structure can be constructed in stages so that it will not be necessary to have a detour. Please work closely with Mr. Hart so that your design will reflect his judgment as to length and width of the structure. It is Mr. Hart's desire to construct two 12-foot running lanes with 12-foot shoulders and an 8-foot sidewalk on the downstream side so that it could at some future date be converted to four lanes.

If the County wishes to change the road connection as outlined in your letter, you might coordinate with them to the extent that they bring it in opposite the road approach to the west.

Survey prefix is 21-1413. There is $2000 in the 901 function.

Your assessor plats are returned herewith.

Victor D. Wolfe
Location Engineer

Att.
VDW:mc
cc E. S. Hunter✓
W. J. Hart

RECEIVED
DEC 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

543

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 3, 1974

Salem, Oregon

FILE: 21-1413

P. O. Stearns

FROM: P. O. Stearns
FEDERAL AID ENGINEER
REGION 2

SUBJECT: Yachats River Bridge

TO: File

NOTED
E. S. HUNTER

Cliff Lehman, Lynn McKibben, and I attended the Yachats City Council meeting this date to discuss the Yachats River Bridge.

The activity being carried on by Cliff's crew and the background for these activities was explained (info from Mr. Ed Hunter's letter of September 24).

50 to 60 citizens were present and their input was solicited. Remarks were as follows:

Mr. Clyde Laufer: Why doesn't State Highway designate Coast Highway in Yachats area a scenic highway and build an inland route? (suggested he document this by writing us).

Mr. Lester Rueben: Could Yachats River Road connection to Coast Highway be improved with bridge project? (Cliff advised him we are to meet with County to discuss this.)

Mr. Gerald Dotson: Suggested placing a large mirror to improve sight distance on curve.

Mayor Merle Longnecker: Stated a map was shown to him earlier this year with two possible routes designated. The route he favored was on the present alignment.

It appear the general consensus of those present, replacement would be preferable at the present site.

POS:lb
cc: L. W. Rulien ✓
H. S. Cox
H. C. Johnson
C. Lehman

RECEIVED
OCT 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-9-74

Info
Hunter
Venter
Wolfe
[illegible]

RECEIVED
OCT 8 1974
PROJECT MANAGEMENT SECTION

-15

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE H. S. COULTER
Salem, Oregon
November 6, 1974

FILE: Bridges
21-23

Original Signed By
JOHN H. WOOD

FROM: John H. Wood
Bridge & Sign Maintenance Engineer

SUBJECT: Yachats River Bridge
Bridge #1173
Oregon Coast Highway

TO: Walter J. Hart
Bridge Engineer

copy: info Yachats 14-1-1

I stopped and took a look at the Yachats River Bridge a couple of weeks ago. It does, indeed, need some work done in the near future.

This structure is among the top 15 on the State priority bridge replacement listing, but does not appear on the eligible list for replacement under the FHWA Special Bridge Replacement Program. Regardless of what list it is on, it does not appear that it is going to be replaced soon because of finances. I would, therefore, recommend that the structure be repaired and painted.

The obvious repair needed is replacement of lacing bars that have rusted through and rewelding the collision supports to the end compression members. Needed repair work can be done by Maintenance forces. The latest estimated cost for repair is $8,000.

The structure is badly in need of a paint job. It was last painted in 1958. It was to be included in the Bridge Painting Program for the 1973-75 budget, but so far has not appeared on the schedule.

We have $600,000 budgeted for painting in 1974-75 fiscal year. Thomas Creek could take $400,000 and Bullards Bridge could take $120,000, and we have spent $28,000 to date. That leaves $52,000. Yachats River Bridge painting should be added to the schedule and use up $20,000 of this.

There is some section loss due to rust, just how much could best be determined during the sandblasting operation.

JHW:ji
cc: H. S. Coulter
C. O. Fredrickson
Mike Anhorn

RECEIVED
NOV 8 1974
Office of
Assistant State Highway Engineer

HYDRAULIC DATA

	Design Flood	Max, Flood yr (N.A.)
Discharge–c.f.s.	5800	——
Frequency-yrs	50	——
H.W. Elevation Natural Channel	15'	——
H.W. Elevation Channel Change	——	——
Velocity – f.p.s.	2.7	——

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

YACHATS RIVER CROSSING (M.P. 164.73)
OREGON COAST HWY.
Lincoln County

COMPILED BY	DATE Nov. 22, 1974

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 25, 1974
Salem, OR 97310

SUBJECT: Yachats River Crossing (MP 164.73)
Oregon Coast Highway
Lincoln County

TO: File

The subject crossing of the Yachats River is located just south of Yachats on US Highway 101. The purpose of the project is to replace the existing bridge built in 1926. All available information indicates that this structure has not been endangered by highwater conditions since it was first built.

HYDROLOGY

Yachats River drains an area of 43 square miles at the crossing. Regional analysis of stream flow data in the Mid-Coast Basin indicates that the following peak flows could be generated in the Yachats River Basin.

50-year	5800 cfs
25-year	4800 cfs

A 50-year design frequency was selected for this crossing.

Hydraulic analysis indicates that during design runoff the highwater elevation is 15.0 at the bridge. This was verified by the District Engineer.

RECOMMENDATIONS

It is recommended that the existing waterway area be maintained by spanning the existing channel.

R. L. Lenz
Hydraulics Engineer

by
Von Hemmert
Von Hemmert
Hydraulic Specialist

REFERRED TO
Beard Reed
Cole Sample
[✓ Erikson] 7 Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

VH:jrk

cc: Victor D. Wolfe
Walt Hart
J. H. Versteeg
Gary Potter
C. O. Fredrickson

1 Versteeg ✓
A. Olson
2 Terpin ✓
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 26 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

1221
9

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 13, 1974

TO Victor D. Wolfe
LOCATION ENGINEER

1 Versteeg V
2 T
3 Swenson WH

RECEIVED

FROM C.O. Fredrickson
REGION ENGINEER

C.O. Fredrickson

SUBJECT Yachats River Bridge
Oregon Coast Highway

After reviewing this project in the field and having received the complete geological reports it appears evident that the proposed widening and resulting cut on the east side at the northerly end of the project cannot be made. The geology report indicates from five to ten feet of overburden rather than the estimated three to four. The two homes situated near the top of the existing cut slope would be placed in danger if any additional cut is made.

I would recommend that the east side of the new construction be tapered in to match the existing roadway at approximately Station 1867. This would eliminate the necessity for the cut in question.

As a result of eliminating this cut it will be necessary to borrow approximately 3,000 cubic yards of embankment material. I would suggest that the earthwork bid item be changed from General Excavation to Embankment In Place with the stipulation that the contractor be required to furnish the necessary material not available on the project.

cc: Jim Chaney
Cliff Lehman
File

REFERRED TO

Beard Reed
Cole Sample
[✓ Eriksen] F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REFERRED TO

Fredrickson

I agree
NDM

Willis
Discuss

Co: V.H.V. 1-8-75 / GCW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 27, 1974
Salem, Oregon 97310

FILE: ENV 2-1

FROM: Jonathan G. Taylor JT.
Project Manager

TO: MEMO TO THE FILES

SUBJECT: Yachats River Bridge
21-1456
Fish Commission
Concerns

On Monday, December 16 and Tuesday, December 17, 1974, I talked with Mr. Ron Hasselman, Water Resource Analyst, Fish Commission of Oregon concerning the Yachats River Bridge project.

He indicated the following concerns:

> That water quality must be maintained.
>
> That fresh concrete, wash water and phenolic compounds be kept entirely out of the river.
>
> That construction in-river or demolition of the old bridge, which may drop debris into the river, NOT be allowed during the times: Mid-April to June 1, or late August to November 1.
>
> That bridge demolition should be accomplished with the minimal possible impacts on the river. He is opposed to the suggestion that the old structure be cut off and dropped into the river, then cut up and removed or hauled out intact.
>
> That heavy equipment be kept out of the river as much as is at all possible.

He would like a copy of the assessment sent to him so that he can respond to the OSHD in regards to controls necessary to minimize impact of the project on the Yachats River. I will send him a copy, along with Bridge Section suggestions as to what methods of old-bridge demoliton and removal are feasible.

Mr. Axman (in separate telephone communication) of the Water Resources Board, points out their requirement that a minimum flow of 15 cfs be maintained at the mouth of the Yachats River at all times.

For further Fish and Wildlife Commission concerns on this project, see Memo to the File from Eddie Welsh, Region Environmentalist concerning his discussion with Del Skeesicks of the Fish Commission and John Fortune of the Wildlife Commission.

JT:sz

cc: George Ramjoue'
Newt Andrus
Eddie Welsh
Fred Eriksen ✓

RECEIVED
DEC [illegible] 74
ROAD DESIGN SECTION

1 Varney
2 A.C. [illegible] aQ
UR { CLMf Tryon
Scott
CSpf Swenson
R. Olson
COM Trout }

Do not file
Return To
Bring Up
Other

Since these specifications essentially corresponded to those which I had intended to recommend in the Negative Declaration as "actions to mitigate potential adverse environmental impacts" I felt I had to concur that, given these restrictions, the project would not have significant adverse environmental impact and could thus be classified as non-major.

I recommended, in an earlier draft of this memo, that the Environmental Section review Mr. Riedl's letter to insure that sufficient environmental controls are specified therein.

Subsequent to this Thursday meeting, I contacted the Oregon State Fish Commission, as I had indicated to Riedl that I would do, to get their opinion as to when in-river construction and demolition could be conducted at the Yachats site. (The thrusts of my conversations with Mr. Ron Hassleman, Water Resources Analyst, Fish Commission of Oregon, are contained in another memo to the file.)

When I contacted Mr. Riedl by phone on Tuesday, December 17 to indicate Fish Commission recommendations, Mr. Riedl informed me that he did not feel that his letter to OSHD, indicating "non-major" action, could be as specific as I had previously thought had been agreed to. He stated that he intends to indicate in his letter that "OSHD should analyze controls appropriate for bridge removal" and that OSHD should "seek Fish and Wildlife Commission recommendations" in regards to this project.

In our discussion of specific items relating to this project, Mr. Riedl agreed with my statement that this project could significantly adversely affect the environment if the project were not sufficiently controlled. He further indicated that it might be necessary for the contractor to operate heavy equipment in the river to excavate and construct the pier extensions and footings and to demolish the old bridge, and that dropping of the old bridge into the river might be necessary to accomplish demolition and removal.

It should be noted that a permit is required from the Fish Commission only if there is to be underwater use of explosives or toxic materials, or if more than 50 yards of material is to be placed in the river.

The Yachats River Bridge is located at the mouth of the Yachats River on the Oregon Coast. This is a relatively sensitive area of particular scenic value. It is the opinion of this writer that unless OSHD carefully incorporates Fish and Wildlife Commission recommendations into the specifications for this contract the potential for truely significant environmental impact exists. I do not know the appropriate procedure for incorporating Fish Commission recommendations into job specifications, but I feel that in this instance this is a necessity.

JT:sz

cc: George Ramjoue'
Newt Andrus
Fred Eriksen ✓

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 27, 1974
Salem, Oregon 97310

FILE: ENV 2-1 Lincoln Co.

FROM: Jonathan G. Taylor
Project Manager

SUBJECT: Yachats River Bridge
21-1456

TO: MEMO TO THE FILES

On Thursday, December 12, I accompanied Eddie Welsh, Region II Environmentalist; Chuck Fredrickson, Region Engineer; Paul Riedl, FHWA Area Engineer; Cliff Lehman, Region II; and one representative from the Bridge Section to the Yachats River Bridge site to aid the FHWA representative in determining whether this project constitutes a major or non-major action.

This is a bridge replacement project which requires no new right-of-way (a small amount of easement is required on one property on the northwest side), will not affect the state park adjacent to the highway right-of-way on the southwest side, will require only a 5-foot alignment shift to allow stage construction, and calls for extension of riprap to continue under the new bridge along the northerly shore of the river. The project has been modified to shorten the northerly approach to the bridge so that aesthetic impact has been significantly lessened. It was concluded that construction and demolition could be sufficiently controlled so as to prevent significant adverse environmental impacts, through Fish Commission recommendations and OSHD standard and special specifications. It was, therefore, Mr. Riedl's conclusion that this project constitutes a NON-MAJOR ACTION.

It was my understanding, at the time, that in his letter to OSHD indicating non-major action determination, Mr. Riedl intended to include the following items to insure no adverse impacts:

1. Cofferdam construction around pier construction to keep turbid water out of Yachats River.
2. Fish Commission will indicate when in-river construction and demolition can be conducted without significantly effecting anadromous fish or surf smelt spawning beaches north of the site.
3. Old bridge demolition to be controlled to prevent rubble over 6" in size from falling into the river.
4. Exclusion of equipment operation in the river.
5. Exclusion, or tight restriction, of use of explosives in demolition or construction.

1 Versteeg ✓
2 [illegible] aep.
Copy [illegible]
Scott
Copy Swenson
R. Olson
Copy Trout
WE

ROAD
DESIGN
SECTION

Other

2132 9

Salem, Oregon
January 16, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
~~Right of Way Engineer~~
BUILDING

48486 - Baldwin (Larsen - C.P.)
Yachats River Bridge Section
Oregon Coast Highway
Lincoln County

Attached is a description, an anthorization and Right of Way prints for the subject project, which is scheduled for May 22, 1975.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

✓ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
✓ R. Olson
Trout

RECEIVED
JAN 17 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

~~George~~
~~Jonathon~~

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

January 20, 1975

1 Versteeg ✓
2 A. Olson ade
Copy Terpin
Scott
Copy Swenson
R. Olson
Copy Trout
we

RECEIVED
JAN 22 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. Jonathon Taylor
Project Manager
Environmental Section
412 Highway Building
Salem, Oregon 97310

Dear Jon:

REMOVAL OF OLD YACHATS RIVER BRIDGE
Lincoln Co.

Of the three alternatives submitted to us by your letter of January 3, 1975, it looks like Alternative #1 is the most feasible and least disturbing to the river and banks.

We suggest also the following items be considered:

1. Cut roadway deck into as large as possible pieces.
2. Clean out cuts between slabs just prior to making final cut through deck to minimize what goes into the river.
3. Minimize time that structure sections are in the river.
4. Remove any sizeable concrete rubble or steel material that remains in the stream during clean up period.
5. Correct bank disturbances by sodding and planting as needed.

If we can be of further assistance, please do not hesitate to call us.

Sincerely,

Burt Carnegie
BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

C.S. Swenson
21-1456 ⑨

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 29, 1975

SUBJECT: Yachats River Bridge
Oregon Coast Highway
Lincoln City

To: Memo ~~to~~ file

Eddie Y. Welsh

From: Eddie Y. Welsh
REGION ENVIRONMENTALIST

In reviewing past memos to the file concerning the subject project which document a number of conversations with people from the Oregon Fish Commission, I find that there are differences of opinion as to what they would like us to do. They all do agree that water quality must be maintained at all times and fish passage provided for. As to removing the existing structure and the time it should be done, there is some conflict, of opinions. The most recent contact with the Oregon Fish Commisssion (telephone call from Mr. Burt Carnegie, Hydraulics Engineer) on Monday, January 27, 1975, indicated that the fish commission did not object to our dropping or setting the present bridge into the river and then either dragging it out or cutting it up into smaller pieces before removing. Their main concern was getting it out of the stream the fastest way possible. Mr. Carnegie also stated that there was no preferable time of year when this should be done.

We also discussed the Gellatly Summit-Wren section channel change in which Dick Nelson had suggested damming the creek for up to a week's time. Mr. Carnegie's reaction to this was that due to the limited fish population of the stream this course of action would not be objectionable. On Tuesday, Jan. 28th, Mr. Lauman, Mr. Lantz, and one other person from the Oregon Wildlife Commission met with the plans in hand committee, in Mr. Nelson's office in Corvallis. Their reaction was that the proposed project was a serious threat to a valuable fishery resource and suggested a number of changes to minimize harm. Mr. Sample from the road design section requested that a further meeting between the design section and the wildlife people be arranged. A tentative date for this meeting was set for Tuesday, Feb. 4, 1975.

cc: C. O. Fredrickson
Gary Potter
file.

1 we copy
2 we copy

REFERRED TO

Beard	Reed
Cole	Sample
1 Erikson F.E.	2 Watson W
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REGION 2 ENGINEER
RECEIVED
JAN 31 1975

cc C. S. Swenson ✓
Dick Nelson

8432

yellow p

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 12, 1975

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Govts.
240 N.W. 6th Street
Corvallis, OR 97330

ORIGINAL SIGNED BY GEORGE HOPKINS

FROM G. N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Primary Rural Funds
State Admin. Dist. No. 4
Yachats River Bridge
Oregon Coast Highway
Lincoln County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 20, 1975.

Attachment

BLG:pr

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
H. C. Johnson
C. O. Fredrickson
Aeronautics Division

Precast construction was chosen as the most economical for this site, to eliminate the need for falsework in the river and to reduce the actual construction time, therefore, no other alternates were given serious consideration.

It was originally proposed to incorporate the existing main piers in the new structure but a foundation investigation revealed that the northern pier would not support the added weight of the new construction. The proposed pier was then moved to the south, shortening the main span and eliminating the need to post-tension the bulb-T beams. The south pier will be used and extended to support the new bridge.

The estimated cost for the structure, based on approximate quantities and including a 20 percent allowance for engineering and contingencies is $511,000.

It is not certain at this time if a Coast Guard Permit will be required for this project, but a submittal is being prepared to prevent future delays.

This preliminary submittal is being sent to you for your approval.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

PMO/ag
Encls.
cc ~~E. S. Hunter~~
L. W. Rulien
C. T. Keasey
V. E. Skoog
C. O. Fredrickson w/2 prints of Dwg. 30273

15

File Br. 1173D

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
F. S. HUNTER

Dear Mr. Green:

Yachats River Bridge
Yachats River Br. Sec.
Oregon Coast Hwy.

Enclosed are two prints each of Drawings Nos. 30273 and 30150, which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the hydraulic report. The foundation data sheet and recommendation is not completed but will be forwarded when it becomes available.

The structure is on the special bridge replacement list and is scheduled for the June 19, 1975 bid letting.

The width, elevation and alignment are in accordance with the requirements established for this project. The south end of the bridge was extended approximately 13 feet further than the existing bridge to eliminate placing any fill in the river and to eliminate the need to buy additional right of way at the southwest corner of the structure.

Two-way traffic will be maintained on the existing structure during the first stage of construction. During stage two, one-way traffic, controlled by signal lights, will be maintained on the new construction as shown on the preliminary plan. The period of one-way traffic will be limited to a time of year causing the least hazard and inconvenience to the traveling public.

RECEIVED
FEB 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 24, 1975

FILE: 21-1456

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Yachats Bridge Project

TO: Memo to the File

At the request of Gerald Wimer, Region Construction Engineer, I investigated the possibility of closing the north end of the Park Road, immediately south of the Yachats River Bridge, leaving access at the south end only. This would be for the purpose of eliminating a third phase for the traffic signals during construction.

The Park Road south access connects to the highway at a very sharp angle and is very narrow. Southbound traffic on Highway 101 would have to make a wide swing, either taking part of Highway 101 northbound lane, or all of the Park Road. The movement would be most difficult if another car was egressing from the Park Road. For cars with trailers, or trucks, the movement could involve backing because of the small radius.

I discussed the matter with the Yachats City Council, February 20, 1975, to see if there would be adverse reaction. They appeared willing to have the road closed and put up with the inconvenience. It is my recommendation, however, that we not close the road. The traffic hazard created at the south entrance would outweigh any savings to be made by eliminating a phase in the traffic signal.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 27 1975
ROAD DESIGN SECTION

Requires Reply

POS/elk
cc: Fred Eriksen

REFERRED TO
Board
Reed
Cole
Sample
[✓ [illegible]]
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8432

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 3, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RF-144(-)
Yachats River Bridge - #1173 D

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Hart's February 18, 1975, memo have been reviewed and are approved.

Your transmittal letter states that this bridge is on the Special Bridge Replacement list. This structure, more correctly, is a candidate for the list but as of this date has not been approved for inclusion on the bridge replacement list.

For
G. L. Green

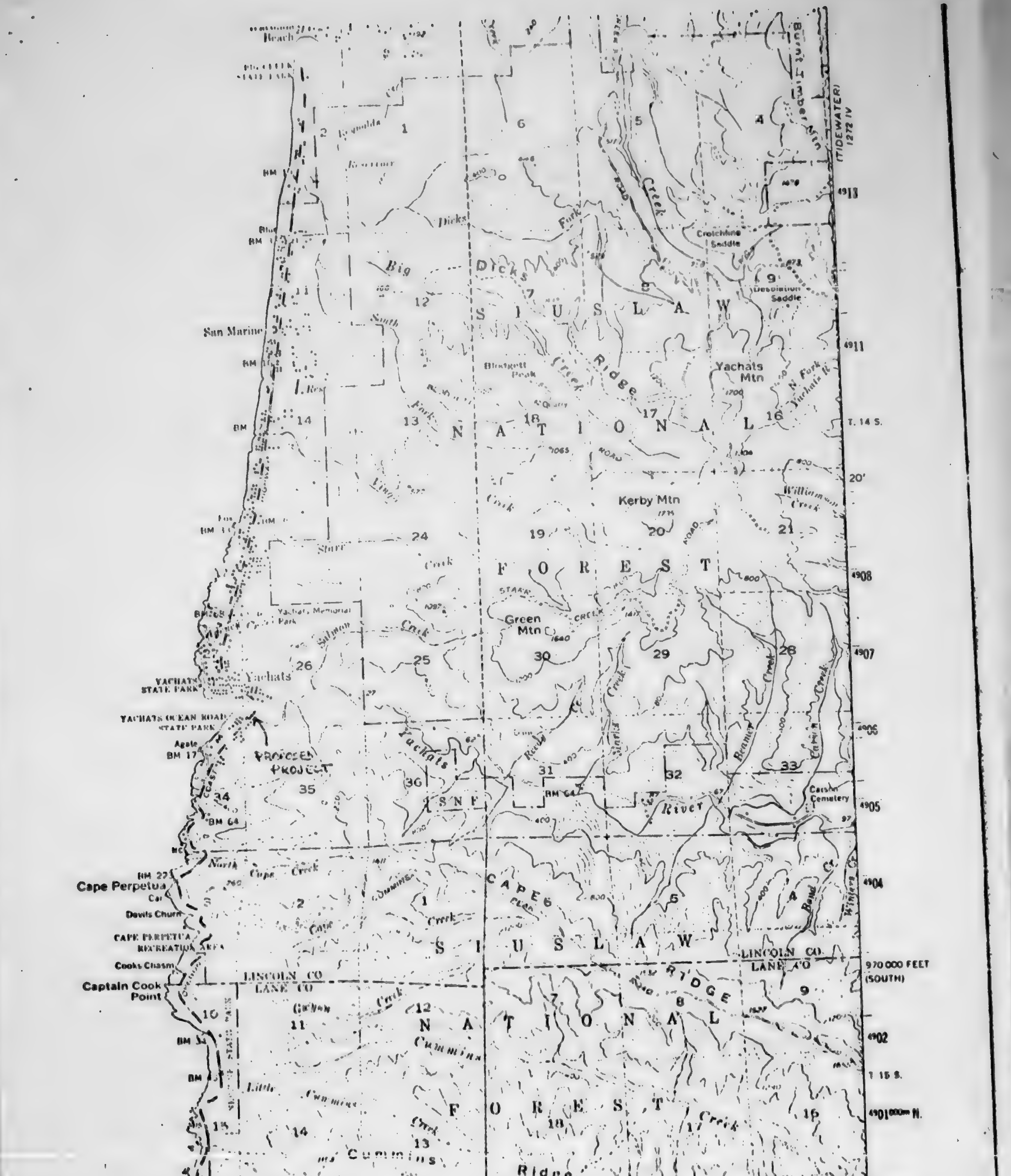
NOTED
E. S. HUNTE

3-5-75.
cc: Ruben
Hart
Keasey
Skoog
Fredrickson

RECEIVED
STATE HWY ENGR
MAR 4 '75
REFER TO
Hunter
FOR

TED
L. L. JOHNS

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


Beach
2
1
Reynolds
Reservoir
6
5
4
Buck Timber Mtn
(TIDEWATER)
1272 IV
Dicks
Fork
Creek
Crotchline Saddle
Desolation Saddle
9
Big
Dicks
12
11
San Marine
South
SIUSLAW
Blodgett Peak
Creek
Ridge
Yachats Mtn
N. Fork
Yachats R.
14
13
Fork
18
NATIONAL
17
16
T. 14 S.
20'
ROAD
Kerby Mtn
William Creek
19
20
21
24
Starr
Creek
FOREST
Yachats Memorial Park
Green Mtn
Salmon
Creek
30
29
28
26
25
Yachats
YACHATS STATE PARK
YACHATS OCEAN ROAD STATE PARK
Agate
PROPOSED PROJECT
35
34
36
31
32
33
Yachats
SNF
River
Carson Cemetery
Beamer Creek
Cape Perpetua
Devils Churn
CAPE PERPETUA RECREATION AREA
Cooks Chasm
Captain Cook Point
North
Cape
Creek
Cummins
CAPE
1
2
3
6
5
4
SIUSLAW
LINCOLN CO.
LANE CO.
RIDGE
970 000 FEET (SOUTH)
10
11
12
7
8
9
NATIONAL
Cummins
Little
Cummins
Creek
FOREST
15
14
13
18
17
16
T. 15 S.
4901000m N.
Cummins
Ridge
22
19
20
21
44°15'
124°00'
(HECETA HEAD)
1172 II
R. 12 W.
R. 11 W.
1 080 000 FEET (SOUTH)
419000m E.
(MAPLETON)
1272 III
ROAD CLASSIFICATION
Medium duty
Light duty
Unimproved dirt
SCALE 1:62500
1
2
3
4 MILES
4911
4908
4907
4906
4905
4904
4902

and the occaision is celebrated by the town with a smelt fry.

7. Surf perch and bottom fish are caught from the nearby rocks bordering the small estuary.

8. Mr. H. Carnegie of the Fish Commission of Oregon has expressed concern that the new bridge span the entire river (as the present bridge does) to minimize the impacts of construction and use.

9. Mr. Tom Gaumer, Fish Commission of Oregon Shell Fish Biologist states that a Razor clam bed of local significance is located on the sand beach of the lower Yachats River.

RP:cb
10-2-74

YACHATS RIVER BRIDGE
21-1413-923
BIOLOGICAL BACKGROUND REPORT

R. Powers
Environmental Section

1. The Yachats River is 17 miles in length and drains a coastal basin of approximately 61 square miles. Most of the length of the river is accessible by road. There are six sites along the river which are planned for public angling and boating access aquisition and development, but at the present time riparian lands are largely privately controlled and subject to closure.

2. The river has been open to fishing throughout its length during the summer season but closed to winter fishing above river mile 8.5 (the confluence of the North Fork) to protect spawning stocks of salmon and steelhead trout. The river has excellent runs of Chinook and Coho salmon and Steelhead and sea run Cutthroat trout. Angling pressure ranges from light to moderate; fishing pressure on steelhead is greatest in fall, but pressure on cutthroat is moderate throughout the year. Both bank fishing and draft fishing are popular.

3. The Fish Commission and the Wildlife Commission estimate the number of spawners in the Yachats River as follows: 500 Fall Chinook, 2,650 Coho salmon, 1,200 Winter Steelhead and 2,300 sea run Cutthroat trout.

4. The estimated annual angler harvest data for salmon and steelhead on the Yachats River are as follows: harvest 800 fish, angler days 3,200, gross expenditures $59,200 (as of 1972).

5. Although the water is reported to be of a brownish color it is of excellent quality; the river is being considered as a possible site for a new state fish hatchery.

6. The sand beach just downstream of the present bridge site is one of a number of spawning beaches used by surf smelt; large numbers are caught annually

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		x	
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist		x	

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

Status quo.

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

Status quo.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

Status quo.

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Protection of marine life and habitat during construction.

7. Potential for Controversial Issues:

Traffic may tend to move at higher speeds on a modern facility; townspeople usually resent this.

Except for resurfacing, patching and a little widening, the existing highway remains pretty much as it was constructed in the mid 1920s a rather narrow two-lane two-way facility. The present bridge was constructed in 1925, but may not have been completed until 1926. The twenty feet of horizontal clearance that it provided was adequate for the traffic at that time. At a later date a walkway for pedestrians was added on the westerly side of the structure outside of the travel lanes. A more recent addition to the highway facility is a bike path that has been constructed along the westerly edge of the highway and making use of the walkway on the bridge to cross the river. The bike path extends from the south edge of the business district in Yachats to the south city limits.

The Yachats River is a significant fishery and recreational re-sourse, a more complete description of the river and its recreational potential is attached as an appendix to the statement.

To insure that the Yachats River will continue to be a valuable fishery resource, the State Water Resource Board has established a minimum perennial streamflow suffic ient to support aquatic life, no out-of-basin appropriation of the waters of the river shall be made or granted by any state agency or public corporation of the state without the approval of, and following a public hearing by, the State Water Resource Board.

The Yachats River is not listed as a navigable river in the "Navigable Waters of the Portland District" as published by the Corps of Engineers 30 June 1965.

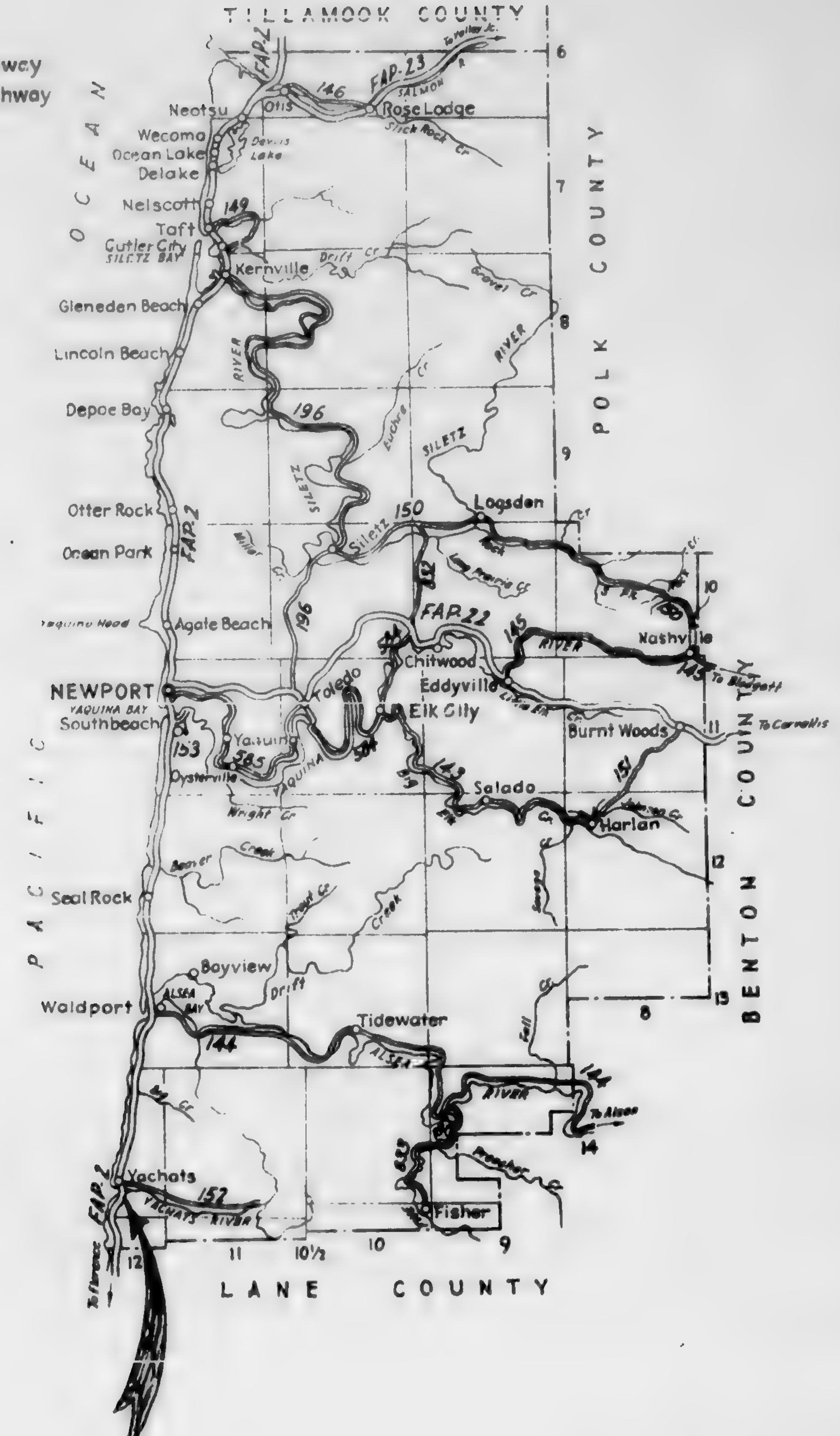
LINCOLN COUNTY

FAS SYSTEM

Scale 0 1 2 Mi.   June 1963

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road


TILLAMOOK COUNTY
POLK COUNTY
BENTON COUNTY
LANE COUNTY
PACIFIC OCEAN
FAP-2
FAP-23
FAP-22
To Valley Jct.
SALMON R.
Slick Rock Cr.
Neotsu
Otis
146
Rose Lodge
Wecoma
Ocean Lake
Delake
Devils Lake
Nelscott
Taft
149
Cutler City
SILETZ BAY
Kernville
Drift Cr.
Gravel Cr.
Gleneden Beach
Lincoln Beach
RIVER
196
Depoe Bay
SILETZ RIVER
Otter Rock
Ocean Park
Siletz
150
Logsden
Yaquina Head
Agate Beach
Little Elk Cr.
Nashville
To Blodgett
NEWPORT
YAQUINA BAY
Southbeach
153
Yaquina
585
Oysterville
Toledo
Chitwood
Eddyville
Elk City
Burnt Woods
To Corvallis
151
Salado
Harlan
Wright Cr.
Beaver Creek
Seal Rock
Bayview
ALSEA BAY
Drift Cr.
Waldport
Tidewater
144
ALSEA RIVER
To Alsea
Yachats
152
YACHATS RIVER
Fisher
To Florence
6
7
8
9
10
11
12
13
14
10½

YACHATS RIVER BRIDGE

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) is a well developed residential site with well kept houses and landscaped yards fronting both sides of the highway. The only commercial devlopment in this area is the two motels mentioned above.

Access to the beach is provided by a loop road that enters the highway at the south end of the Yachats River Bridge. Extending alongthe bluff overlooking the river mouth and ocean for approximately a quarter of a mile before rejoining the highway this road provides access to the rocky coast line and a small sandy beach within the river mouth.

The strip of land that lies between the access road and the water front is a state park providing picnic facilities, scenic views, fishing, clamming, and beach combing.

(continued on page 5A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Depends on which plan is followed, but minimal in any case.

Consequences:

See above.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

Status quo.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status		Date
☒	Survey Authorization	Oct. 2, 1974
☒	Reconnaissance	Aug. 8, 1963
☒	Field Location	Oct. 1974
☐	Office Location	
☐	Field Prel. Design	
☐	Office Prel. Design	
☐	Final Design	
☐	Contract Plans	

FHWA

Status		Date
☐	Systems Planning	
☐	Prel. Engineering	
☐	Corridor Approval	
☐	Design Approval	
☐	Plans, Specifications and Estimates Approval	

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is on the existing alignment of the Oregon Coast Highway and lies entirely within the city limits of Yachats. Yachats is a small coastal community depending laregly upon tourist trade for their economic stability. Except for two motels the entire business district lies north of the Yachats River. Commercial establishments are concentrated along the highway and between the highway and the bluff overlooking the ocean and the river mouth. The bluff above the ocean is rather flat and extends to the north and south from the river channel for some distance along the ocean front. To the east, the relative flat land terminates at the base of the rolling hills that extend easward into the Coast Mountain Range. The Oregon Coast Highway skirts the base of these rolling hills along the easterly edge of the flatter bench lands. To the south of the Yachat River the area within the city limits

(continued on page 5)

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A. Retain existing alignment, construct new bridge in stages to maintain one-way traffic; minimum environmental impact.

B. Revise alignment northerly of main span to provide spirals on curve; main span and sutherly approach span to be replaced on present alighnment, using stage construction and one-way traffic.

C. Revise alignment to accomodate stage construction of new structure with sufficient width to maintain two-way traffic.

D. Revise alignment to construct new bridge clear of existing bridge; minimum construction conflicts, maximum environmental impact & R/W costs.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Contacts have been made with local property owners. Highway personnel attended a city council meeting on Oct. 3, 1974. The bridge replacement was discussed.

Public Hearing(s) Schedule: ☐ Not Required ☐ Required X Recommended

Type________ Tentative Date(s)________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted________ Date Received________

Expected Coordination with Local, State and Federal Agencies State Water Resources Board, State Fish & Wildlife commissioners, Corps of Engineers, and the U.S. Coast Guard.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Fish Commission, Yachats City Council

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is not anticipated that additional right of way will be required.

Typical Section Two 12-foot lanes, two 8-foot shoulders, one 8-foot bikeway and pedestrian path.

Bikeway The eight foot bike/pedestrian path would be constructed on the westerly side of the structure and would be separated from the shoulder area by a physical barrier.

Additional Facilities Utility ducts for local utilities crossing the river at the bridge site.

Access Control Controlled as to width and location of accesses, not controlled as to land usage. Existing access point would not be affected.

Materials Commercial sources.

Borrow and Waste Disposal N.A.

Special Construction Methods Stage construction will be required to maintain traffic flow.

Characteristics (ADT) 1973 ADT 3,000. The highway is subject to heavy seasonal traffic and maximum daily traffic may go as high as 6,500 vehicles of all types on week ends and holidays during the summer months.

Other General Information (or Supplemental information to items)

It is anticipated that the A.D.T. will be 6,200 vehicles by 1993 with peak days as high as 13,500.

Project Sketch Map is Attached: ☒ Yes ☐ No

Origin and History

A reconnaissance survey of the project area was completed August 8, 1963. Two alternative locations for the bridge replacement were considered. Alternative or proposal I essentially follows the existing alignment but improves the grade and alignment with a proposed structure slightly west of the existing bridge. Alternative II was a new alignment extinding the highway to the south along Beach Avenue in Yachats, crossing the sand flats at the mouth of the Yachats River, and rejoining the existing alignment at about mile point 165.26. An authority for survey dated 8-12-64 authorized preparations of plans, specifications, and estimates for proposal no. II. Adverse public opinion and environmental concerns have encouraged the consideration of a less disruptive alignment.

On December 21, 1973 a survey of the local residents by the Region Construction Engineer and the local District Engineer indicated that replacing the bridge on its present alignment was preferred.

At a city council meeting held on October 3, 1974 representatives from the Oregon State Highway Division discussed the proposed project with 50 to 60 citizens that were present. It was the consensus of those present that the bridge should be replaced at its present site.

An authority for survey dated Oct. 2, 1974 to prepare a vicinity map and bridge design to replace the structure at the existing site was authorized by the Oregon State Highway Division.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date Oct. 29, 1974

A. PROJECT IDENTIFICATION

Name of Project Yachats River Bridge (Section) RF-144(-)

Location of Project - Oregon Coast Highway (Highway Name) # 9 U.S. Route 101 (Highway No., US - ORE)

Yachats (City) Lincoln (County) 2 (Region)

Program S.B.R.P. (Funding) $600,000 (Estimated Cost) 21-1456 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an existing 50 year old structure which has a maximum horizontal clearance of 20 feet.

Origin and History: see page 1A

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.4 mile

Termini The northerly terminus is at M.P. 164.48 which point is approximately 0.25 mile northerly of the existing Yachats River Bridge. The southerly terminus is at M.P. 164.88 which point is approximately 0.15 mile southerly of the existing bridge.

Alignment (new or existing) existing

CATEGORY 3 PROJECT

NON MAJOR

Form (2)9-74

8232 18

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 27, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

George M Hopkins

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Yachats River Bridge
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

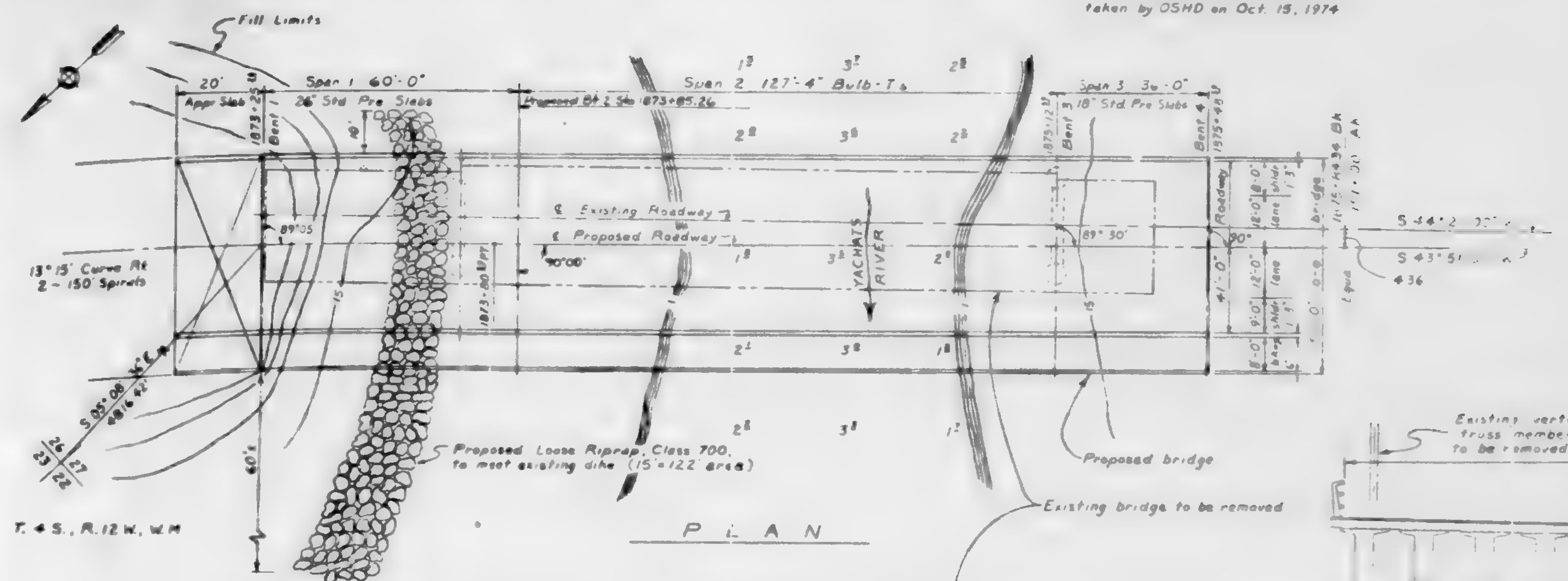
cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
H. S. Cox
D. E. Swan
B. L. Gifford
Region 2 (C.O.Fredrickson)
District 4 (H.C. Johnson)

APPROVED
EDH
E. S. Hunter
Date 1-2-75

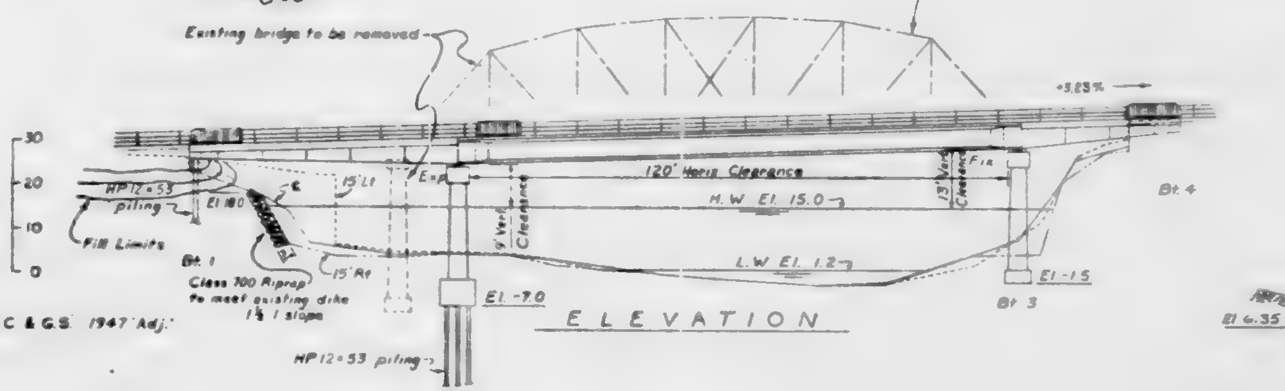
RECEIVED
DEC 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Original returned to Rulien w/attach. 1-2-75

NOTE
Soundings shown are depths in feet below ow water elevation of 1.2 taken by OSHD on Oct. 15, 1974

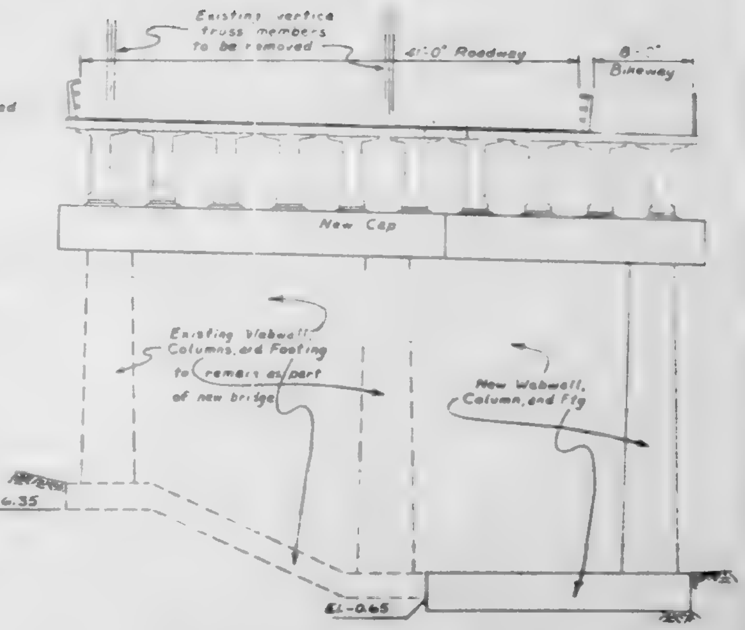

Fill Limits
20'
Appr Slab
1873+25
Bent 1
Span 1 60'-0"
26" Std Pre Slabs
Span 2 127'-4" Bulb-Ts
Proposed Bt 2 Sta 1873+85.26
Span 3 36'-0"
Bent 3
18" Std Pre Slabs
Bent 4
1975+48
89°05'
90°00'
89° 30'
90°
℄ Existing Roadway
℄ Proposed Roadway
YACHATS RIVER
13° 15' Curve Rt
2 - 150' Spirals
S 05° 08' 4816.42
26 27
23 22
T. 4 S., R. 12 W., W.M.
Proposed Loose Riprap, Class 700, to meet existing dike (15'×122' area)
Proposed bridge
Existing bridge to be removed
41'-0" Roadway
12'-0" lane
12'-0" lane
8'-0" shldr
9'-0" shldr
8'-0" bikeway
bridge
S 44° 2
S 43° 51
436

PLAN


Existing bridge to be removed
+3.83%
30
20
10
0
HP 12×53 piling
Fill Limits
El 18.0
Bt 1
Class 700 Riprap to meet existing dike 1½:1 slope
15' Lt
15' Rt
Exp
9' Vert Clearance
120' Horiz Clearance
13' Vert Clearance
Fix
H.W. El. 15.0
L.W. El. 1.2
El. -7.0
El -1.5
HP 12×53 piling
Bt 2
Bt 3
Bt 4

Datum USC & G.S. 1947 Adj.

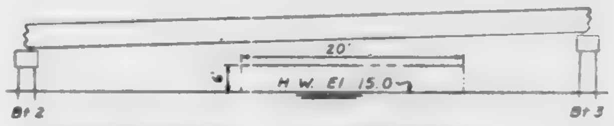
ELEVATION


Existing vertical truss members to be removed
41'-0" Roadway
8'-0" Bikeway
New Cap
Existing Webwall, Columns, and Footing to remain as part of new bridge
New Webwall, Column, and Ftg
El 6.35
El -0.65

SECTION NEAR BENT 3

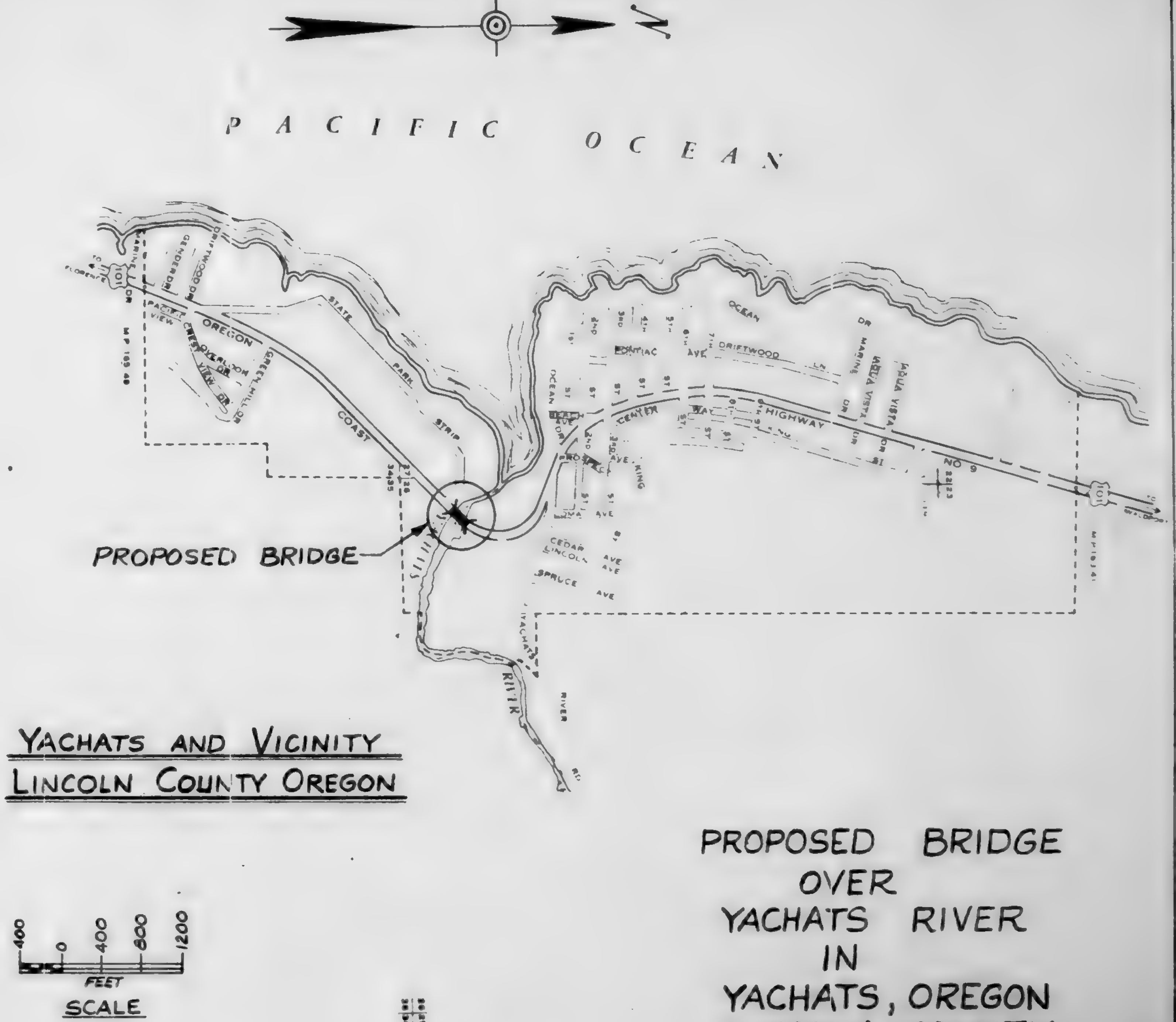
HYDRAULIC DATA	
	Design Flood
Discharge-cfs	5800
Frequency-yrs	50
H.W. Elevation Natural Channel	15'
H.W. Elevation Channel Change	—
Velocity-fps	2.7

Note: Max Flood Data Not Available


20'
H.W. El 15.0
Bt 2
Bt 3

CONSTRUCTION CLEARANCES

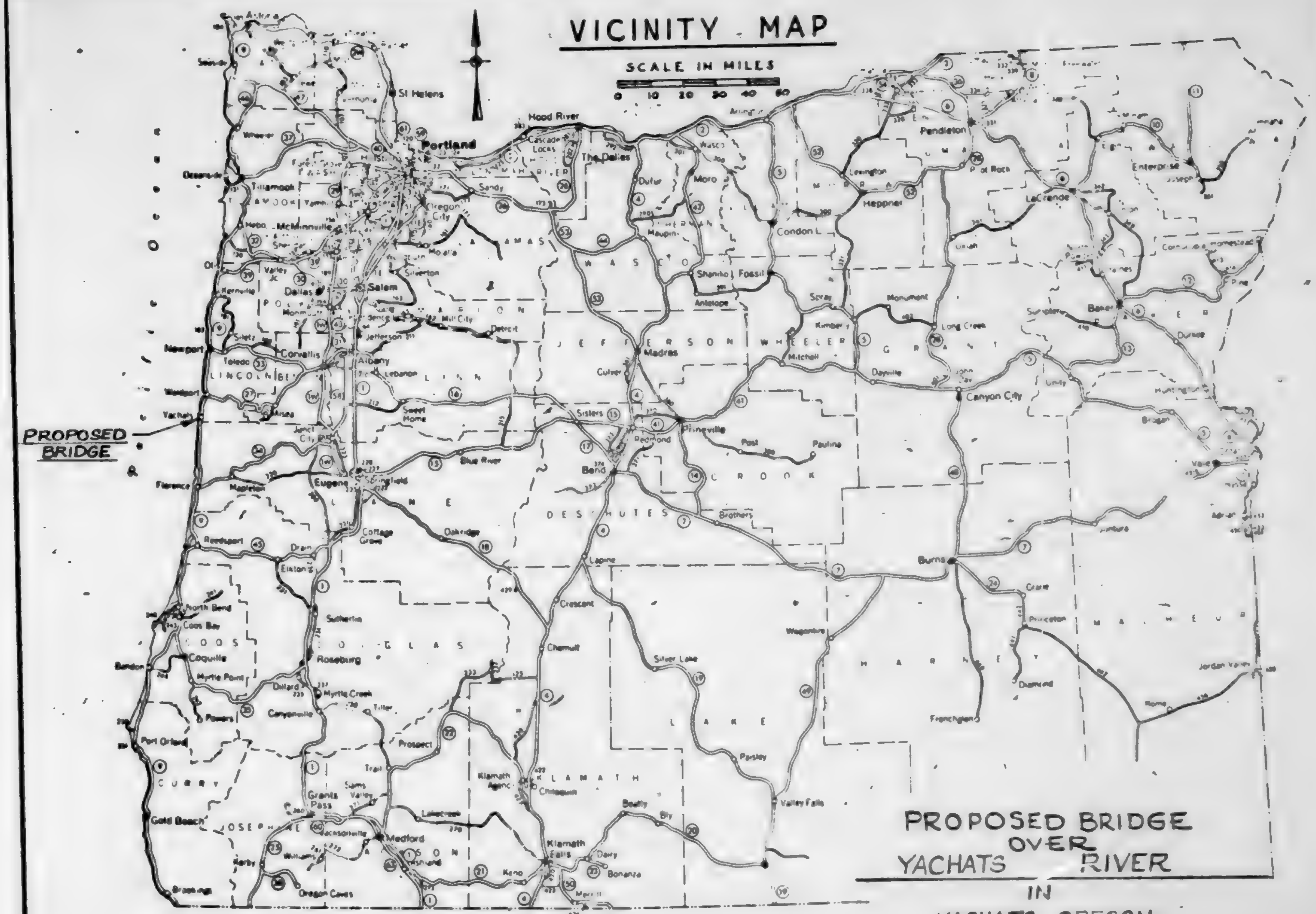
PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb 18, 1975 Sheet 3 of 3


N
PACIFIC OCEAN
PROPOSED BRIDGE
STATE PARK STRIP
COAST
OREGON
HIGHWAY
NO 9
CENTER
OCEAN
DRIFTWOOD
PONTIAC AVE
AQUA VISTA DR
MARINE DR
CEDAR AVE
LINCOLN AVE
SPRUCE AVE
KING
YACHATS RIVER
RIVER
GREEN MILL DR
101
MP 165.40
MP 163.41
400
0
400
800
1200
FEET
SCALE

YACHATS AND VICINITY
LINCOLN COUNTY OREGON

PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb. 18, 1975 Sheet 2 of 3

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
Yachats
Portland
St Helens
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Baker
Salem
Corvallis
Albany
Eugene
Springfield
Newport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Medford
Klamath Falls
Bend
Redmond
Prineville
Burns
Canyon City
Vale
Tillamook
McMinnville
Dallas
Madras
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
DESCHUTES
CROOK
JEFFERSON
WHEELER
GRANT
WASCO
MARION
CLACKAMAS
TILLAMOOK

PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb. 18, 1975 SHEET 1 OF 3
]

The Yachats River Bridge is a project which is to be built with impounded highway funds recently released by President Ford. Because of the terms of the release, the project must be processed with dispatch. This does not allow time for the usual determination of navigability and subsequent permit processing.

In order that this project may proceed as part of the planned stimulation to the economy, it is hoped you will be able to speedily determine the non-navigability of this location. Such action will allow the project to aid our economy and be funded with newly released highway monies.

A sketch map indicating the bridge location is attached.

Your prompt action is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

RWE:dh js

bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart

8u32

1

February 24, 1975

Robert W. Straub
XXXXXXXXXX

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Yachats River Bridge
Oregon Coast Highway
Yachats, Oregon
Bridge 1173D
Navigability of River

The Oregon State Highway Division is planning replacement of the Oregon Coast Highway bridge across the Yachats River at the town of Yachats in Lincoln County, Oregon.

The existing bridge did not require a Corps of Engineers permit for construction and there is no navigation on the river. We, therefore, do not consider the river to be navigable at this location.

We have been informed by your office that the Coast Guard does not know whether or not the river is navigable and we must request status of navigability. Apparently this is required in order that the Coast Guard can determine the need for a bridge permit for the proposed replacement. Based on our past experience in this type of a situation, the determination of navigability is time-consuming and the subsequent permit procedure, if required, will be lengthy.

If determination of navigability is a function of the Coast Guard, it should be accomplished in an orderly manner and published in the appropriate media. Navigability would then be a matter of public record. Any river not included should be considered non-navigable. This would allow projects to proceed in an orderly manner and prevent unreasonable delay while navigability is determined.

When the existing bridge was built, the river was not considered navigable and a permit was not required.

The environmental assessment addresses the environmental impact of this project and is attached. Also included is the FHWA letter of December 16, 1974 concurring with our assessment that this is a non-major action requiring no further environmental documentation.

Your prompt action in this matter will be greatly appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

RWE:dh js

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
W. J. Hart
D. H. Moehring
L. W. Rulien
Gary Potter
C. O. Fredrickson

Robert W. Straub
xxxxxxxxxx

March 19, 1975

Commander (oan)
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Oregon Coast Highway Bridge
across the Yachats River at
the town of Yachats, Oregon
Bridge 1173D
Bridge Permit

My letter of February 24, 1975 requested determination of navigability of the Yachats River at the subject site. Since that date we have completed permit application drawings in order that they may be available just in case the river is determined navigable. We think chances of this are slim since the river was not considered navigable when the existing bridge was built and a permit was not required. However, in order to save time if the unexpected should happen, the drawings have been made. In order to save additional time, the drawings (one set of reproducibles and four copies of Sheets 1 through 3) are enclosed for your immediate use in processing a bridge permit if the river is determined navigable.

We are proceeding with the bridge design and specifications in order to hold a bid opening on June 19, 1975 and are anticipating that the river will be determined non-navigable or, if necessary, that the permit will be issued prior to that date.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. The structure will be financed by State and Federal funds.

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another, it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

G. L. Green

3-27-75
cc Rulien
Ward
[illegible]
submit data

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Info Inves R/D D.R Sign Ans

L. TE
L. L. JOH

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

and prepare an EIS or negative declaration for the bridge and its approaches.

4. In view of the above, significant changes in Coast Guard policy are expected with respect to defining types of bridge permit actions that are not major federal actions for NEPA purposes. In the interim, we recognize that FHWA may not appreciate the Coast Guard developing an EIS or negative declaration for bridge permit actions related to a project it has determined to be non-major. In this regard, we are aware that the USCG-FHWA Memorandum of Understanding is obsolete having been overtaken by the above changes in procedural policy. A new memorandum as well as compatible revisions to reference (b) and Chapter 2 of the Bridge Manual that will give clear guidance to the districts for processing a permit application that involves a determination of non-major by FHWA is under preparation. At this time, the provisions of the memorandum remain applicable only for those cases which FHWA considers the highway project to constitute a major action.

J. S. KIRKLAND
By direction

Distribution:
All districts(oan)

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-WBR/73)
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE: 202-426-0942

3271

18 MAR 1975

From: Commandant
To : Distribution

Subj: Federal Highway Administration Design Approval and Environmental Impact Regulations; effect on Bridge Administration

Ref : (a) 39 FR 41804 et seq. dtd 2 Dec 74
(b) COMDTINST 5922.1A dtd 13 Oct 71

1. Reference (a) was distributed to all district Aids to Navigation Branches in December 1974. These new regulations make major changes in the procedural policy of the Federal Highway Administration and the Department of Transportation in the area of environmental impact considerations.

2. One change, of particular significance to the USCG-FHWA relationship regarding the bridge permit function, is the distinction between major and non-major federal actions for the purposes of applying the provisions of the National Environmental Policy Act (see 23 CFR 771.9, 39 FR 41807). The distinction now being made by the FHWA for certain types of highway projects which could involve navigable waterway crossings, creates a potential conflict with Coast Guard environmental consideration of such projects since reference (b) presently requires an EIS or negative declaration be prepared for every bridge permit application processed by the Coast Guard. The districts may now expect to be confronted with permit applications involving FHWA projects which do not have a FHWA approved EIS or negative declaration because FHWA has determined the project, from their viewpoint, is a non-major federal action.

3. Heretofore, when FHWA was involved in a highway project and acted as lead agency for NEPA consideration under the provisions of the USCG-FHWA Memorandum of Understanding, Coast Guard review of the FHWA approved EIS or negative declaration was limited to considering only the impacts of the bridge structure and its immediate approaches. If these impacts were adequately addressed, FHWA's EIS or negative declaration could be accepted by the Coast Guard as satisfying its NEPA obligations. The Coast Guard presently has no regulation or instruction compatible to reference (a) which allows the Coast Guard to determine certain types of bridge permit actions are not major federal actions for NEPA purposes. Therefore, in those situations where FHWA determines a project constitutes a non-major action and accordingly does not prepare any NEPA environmental documentation for the project, the Coast Guard must independently develop

ENCLOSURE NO. 2

condition, or capacity of nearby navigable waters of the United States in fact by diverting waters therefrom and also as a matter of law. *Sanitary District v. United States, supra; United States v. Benton and Company, Inc.*, 345 F.Supp. 1101, 1102 (M.D. of Fla. 1972).

The United States need not prove irreparable injury or an inadequate remedy at law to obtain injunctive relief under the Rivers and Harbors Act. *United States v. Underwood*, 344 F.Supp. 486, 494-495 [4 ERC 1305] (M.D. of Fla. 1972); *United States v. Stoeco Homes, supra*, at 611.

Plaintiff Weiszmann did not rely upon the representations of the Corps, but chose to proceed despite the Corps' warning letter of July 9, 1973, and the Corps' Regulations, 33 C.F.R. § 209.120(b)(1)(b) published December 18, 1968; he relied instead on his own legal determination that the Corps was in error in requiring a permit for his two east-west canals. Such facts do not provide a factual situation sufficient to warrant discussing estoppel against the United States. *United States v. California*, 332 U.S. 19 (1947); *Atlantic Richfield Company v. Hickel*, 132 F.2d 587 (10th Cir. 1970); *United States v. Sunset Cove*, 5 E.R.C. 1029 (D. Ore. 1973).

There remains for consideration under the Rivers and Harbors Act of 1899, whether or not the Court, having found that the plaintiff Weiszmann violated 33 U.S.C. Section 403, should order restoration under 33 U.S.C. Section 406, for the Court is not bound to do so in every case. *United States v. Joseph G. Moretti*, 478 F.2d 418, 431 (5th Cir. 1973). In deciding whether or not to order restoration, the Court has considered, *inter alia*:

(a) Whether or not the project was completed or substantially completed prior to May 27, 1970.

(b) Whether the project was for public use or private gain.

(c) The extent, if any, of improvements made by innocent third parties.

Applying the above criteria to the instant case, the Court finds restoration is appropriate.

The 1972 Amendments To The FWPCA

The 1972 Amendments to the Federal Water Pollution Control Act (hereinafter, FWPCA) reach all waters of the United States in the geographic sense, regardless of navigability in order to control pollution at its source before the pollution endangers our coastal environment. *United States v. Holland*, 373 F.Supp. 665 (M.D. of Fla. 1974); *United States v. Ashland Oil*, 364 F.Supp. 349 (W.D. of Ky. 1973), affirmed No. 73-2161 [7 ERC 1114] (6th Cir. 1974).

For the reasons set forth above, the preexisting north-south canal also constitutes "waters of the United States" under the much broader definition of the FWPCA (33 U.S.C. 1362(7)), and plaintiff Weiszmann was required to have a Corps permit for the discharge of his sand and rock "pollutants" (33 U.S.C. 1362(6)) from his channel or dragline "point source" (33 U.S.C. 1362(14)).

Plaintiff Weiszmann's failure to have a Corps' permit constituted a violation of the FWPCA (33 U.S.C. 1311(a)) on at least one day which subjects plaintiff Weiszmann to a civil penalty not to exceed $10,000 (33 U.S.C. 1319(d)).

ORDER

ORDERED AND ADJUDGED that plaintiff Weiszmann's complaint be, and the same is, DISMISSED WITH PREJUDICE, and it is further

ORDERED AND ADJUDGED that plaintiff Weiszmann will completely fill both of his canals with material of the same permeability as that removed, and it is further

ORDERED AND ADJUDGED that plaintiff Weiszmann shall, within 60 days of the issuance of this Order, present to this Court, the Corps, and the United States Fish and Wildlife Service adequate plans and a timetable for accomplishing the foregoing restoration with the minimum adverse effect on the environment, and it is further

[2] ORDERED AND ADJUDGED that upon approval by the Court of the aforesaid plan of restoration, plaintiff Weiszmann will immediately commence and complete said restoration within 60 days from the date of the Court's approval of the restoration plan, and it is further

ORDERED AND ADJUDGED that plaintiff Weiszmann pay to the United States a civil penalty (not to exceed $10,000.00) in the amount of $5,000.00, and it is further

ORDERED AND ADJUDGED that plaintiff Weiszmann is permanently enjoined from selling, conveying, or disposing of any real property at Orchid Park without the prior approval of the Court until the aforesaid restoration has been accomplished and the civil penalty paid.

DONE AND ORDERED at Miami, Florida, this 12th day of February, 1975.

> Taylor Lake. Thus the area is now completely surrounded by navigable water and in effect what was a peninsula is now rendered an island by the cutting of the *man made channel* and *the channel is navigable water of the United States. Tatum* v. *Blackstock*, 319 F.2d 397, 398 (5th Cir. 1963). (Emphasis added.)

[1] In the instant case, plaintiff Weiszmann's two east-west, man-made canals are tidal and therefore must connect with and affect nearby navigable waters; i.e. Upper Sugarloaf Sound, Hawk Channel, and the pre-existing north-south channel. That these connections are at the surface in the southernmost east-west canal and through the aquifer in the southernmost east-west canal is of no legal significance; both of plaintiff Weiszmann's canals are thus navigable waters of the United States, notwithstanding that they are on private property that was previously landward of the mean high tide line (hereinafter MHTL). *Tatum* v. *Blackstock, supra*, at 398; *Sanitary District* v. *United States*, 266 U.S. 405 (1925).

In the more traditional sense, both of Weiszmann's canals are themselves "navigable waters of the United States" by virtue of their being tidal. To quote the Third Circuit:

> Stoeco would have us read *The Daniel Ball* and *The Genesee Chief* as both an expansion and a contraction of admiralty jurisdiction; an expansion to non-tidal waters and a contraction, in tidal waters, to areas of actual or reasonably potential navigability. There is no reason to believe that anything other than expansion was intended, however. Subsequent decisions of the Supreme Court do not suggest any contraction. None of those cases, we must concede, deal precisely with the tidal march issue. Stoeco urges that *Leovy* v. *United States*, 177 U.S. 621 (1900) is authority for the proposition that *The Genesee Chief* represents a contraction as well as an expansion. That case, involving the erection of a dam at Red Pass, on the Mississippi River, in Louisiana, does stand for the proposition that a showing of actual capacity for navigation must be made before the 1899 Act applies. But it deals, so far as the opinion discloses, with a dam at a non-tidal location. *In non-tidal waters the test is actual or reasonably potential navigability. In tidal waters the test, in our view, remains what it was before 1851, the ebb and flow of the tide.* And since it is clear that the 1899 Act and its 1890 predecessor were intended to adopt a definition of navigable waters at least as wide as the admiralty jurisdiction (though Congress could under the Commerce Clause have gone further) we hold that a Section 10 applies to tidal marshes. *United States* v. *Stoeco Homes, Inc.*, 498 F.2d 597, 610 [6 ERC 1757] (3rd Cir. 1974). (Emphasis added.)

See also. *United States* v. *Moretti*, 478 F.2d 418, 428-429 (5th Cir. 1973), wherein great importance was placed upon the MHTL in defining navigable waters. In the instant case, the MHTL is now located on each bank inside Weiszmann's tidal canals.

Even using the (incorrect) test of navigability applicable for nontidal rivers, i.e. actual or reasonably potential navigation, discussed in *United States* v. *Stoeco Homes*, Id. at 610; and discussed in *United States* v. *Moretti*, Id. at 428, Weiszmann's connected (southernmost) canal was navigated by Mr. Charles Allen on June 13, 1974, and Weiszmann's northernmost (unconnected) canal could be unplugged and connected to the pre-existing north-south canal and thence Upper Sugarloaf Sound and Hawk Channel in a matter of hours. Indeed, Weiszmann's lots were advertised as "waterfront lots" and to quote the Fifth Circuit on a similar situation in *Moretti*:

> . . . Moretti's development of his property including finger slips and canals . . . would be incomprehensible and obviously a wasteful deception to purchasers who expected waterborne access to the sea, not the restricted movement in a land-locked pond. *United States* v. *Moretti*, Id. at 428.

In *Moretti, supra*, and *Tatum* v. *Blackstock, supra*, the Fifth Circuit was obviously unimpressed by either the private ownership or by the recreational use (as opposed to the classic "commercial" use) intended for these canals. Private ownership and restrictive recitals in deeds do not negate the requirement for a Corps permit in tidal waters. The environment can be harmed by the unregulated connecting of private canals as well as by the unregulated connecting of public canals to the navigable waters of the United States.

The Court is aware of the holding of the Circuit Court of Monroe County in *State of Florida Board of Trustees of the Internal Improvement Trust Fund* v. *Sea-Air Estates, Inc.*, et al., No. 73-542-CR-17 (May 28, 1974), wherein that court found that the defendant's excavations were conducted in artificially created waters and, under the provisions of Florida Statutes 253.123(1), there was no need for the defendant to obtain a permit from the Trustees. However, the United States' jurisdiction is a far broader concept than the Florida Trustees' ownership of certain bottom lands. Navigability for federal regulatory purposes is governed by federal law and state law is not authoritative in such cases. *United States* v. *Lewis*, 355 F.Supp. 1132, 1137 [5 ERC 1198] (S.D. of Ga. 1973).

The excavating of plaintiff Weiszmann's canals did alter or modify the course, location, Robert W. Rust, U. S. attorney, and David F. McIntosh, assistant U. S. attorney, both of Miami, for defendant.

Full Text of Opinion

MORETTI, J.:

MEMORANDUM OPINION

I. THE CAUSE OF ACTION

This cause of action was initiated by plaintiff Weiszmann to enjoin the United States Army Corps of Engineers (hereinafter, the Corps) from the exercise of jurisdiction over certain canals at plaintiff Weiszmann's privately owned Orchid Park Subdivision, Sugarloaf Key, Florida (hereinafter, Orchid Park).

The United States counterclaimed under the Rivers and Harbors Appropriation Act of 1899, 33 U.S.C. Sections 403 and 406, seeking restoration, and under the 1972 Amendments to the Federal Water Pollution Control Act, 33 U.S.C. Sections 1251-1376, seeking a civil penalty.

II. THE FACTS

The pleadings, pre-trial stipulations, and evidence presented at trial established the following facts:

A. Plaintiff Weiszmann was at all times pertinent to this action the beneficial owner of Orchid Park.

B. The eastern boundary of Orchid Park is a pre-existing north-south canal connecting Upper Sugarloaf Sound to Hawk Channel.

C. Upper Sugarloaf Sound and Hawk Channel were stipulated to be navigable waters of the United States.

D. The pre-existing north-south canal is tidal.

E. The pre-existing north-south canal is approximately 40 feet wide and over 20 feet deep.

F. The pre-existing north-south canal was artificially constructed.

G. The pre-existing north-south canal and the southernmost east-west canal were navigated from Upper Sugarloaf Sound to Hawk Channel on June 13, 1974, by Charles M. Allen, Chief of Permits and Inspection, Corps, Miami Beach, Resident Office.

H. Plaintiff Weiszmann dug or caused to be dug at Orchid Park two east-west canals, beginning actual excavation in 1971.

I. Plaintiff Weiszmann's northernmost east-west canal had not yet been connected to either the pre-existing north-south canal or to his southernmost canal at the time of trial, December 2, 1974.

J. Plaintiff Weiszmann's southernmost east-west canal was connected at his direction by blasting and dragline to the pre-existing north-south canal sometime during October or November, 1973, after he had received a warning letter from the Corps dated July 9, 1973.

K. Plaintiff Weiszmann's southernmost east-west canal is approximately 50 feet in width, 1,200 feet in length, and 14 to 16 feet below sea level in depth.

L. Plaintiff Weiszmann's northernmost east-west canal is approximately 50 feet in width, 1,000 feet in length, and 14 to 16 feet below sea level in depth.

M. The tide goes up and down in both of plaintiff Weiszmann's east-west canals; i.e. both the northernmost canal, which is not connected to the pre-existing north-south canal, and the southernmost canal, which is connected to the pre-existing north-south canal.

N. Plaintiff Weiszmann has caused to be advertised the lots in Orchid Park as "waterfront property."

O. It would be impossible to connect plaintiff Weiszmann's southernmost east-west canal to the pre-existing north-south canal without some of the dredged spoil, rock, or sand being discharged into the pre-existing north-south canal from the southernmost east-west canal on at least one day.

P. Plaintiff Weiszmann has neither received nor applied for a permit from the Corps for performing any of the foregoing dredging, or connecting of canals at Orchid Park. Plaintiff Weiszmann testified that no permit was needed because, in his opinion as an attorney, the pre-existing north-south canal "was not a natural navigable canal or, for that matter a navigable canal at all", and that all the canals involved, although tidal, were on private property.

Q. The effective date of the 1972 Amendments to the Federal Water Pollution Control Act was October 18, 1972.

III. CONCLUSIONS OF LAW

The Court has jurisdiction of the subject matter and the parties to this action.

33 U.S.C. Sections 403 and 406

It is clear that plaintiff Weiszmann has violated the Rivers and Harbors Act of 1899, 33 U.S.C. Section 403, by (1) building structures, viz., canals, and (2) excavating—all within navigable waters of the United States without a Corps permit.

The Fifth Circuit has long held that man-made canals connecting with tidal waters themselves become navigable waters of the United States:

> ... At the point where plaintiff's property and other property in the subdivision join this low tidal flat, a *man made channel* has been dug running from the channel of Taylor Bayou on the west in an easterly direction and forming the south and east boundaries of the *tidal* flat, connecting with

-(0211)

chooses to give them," is a correct abstract statement, in my opinion it should not be applied here. It does not take into account the chronological setting of events in this case and does not take into account the construction the city placed on its own ordinance. Prior to 1970 there had been no ordinance so regulating waste placed into the system. Then, the ordinances in issue here were passed. Conceding that the acts and interpretations of the officials of the city may not be used to abrogate private rights, such contemporaneous acts and interpretations are admissible and important to the construction of such ordinances, and the determination of whether such ordinances have in fact been violated.

The general rule is that when dealing with the interpretation of an ambiguous city ordinance, one must consider contemporaneous interpretations of the ordinance by city officials, 6 McQuillin, *Municipal Corporations* § 20.45 (3rd Ed. 1969); *Hecht Co. v. McLaughlin*, 214 F.2d 212 (D.C. 1954); *Savings Bank of Rockville v. Wilcox*, 117 Conn. 188, 167 A 709 (1933).

An unambiguous ordinance should be interpreted on its face alone, but "in doubtful cases where the language of an ordinance is ambiguous, a contemporaneous construction adopted by the parties interested in the enforcement of the ordinance, while not controlling, is entitled to great weight, and is sometimes given an effect in the nature of estoppel or waiver with respect to the assertion of a different meaning." 6 McQuillin, *Municipal Corporations*, (3rd Ed. 1969), § 20.45.

Since it is clear to me that the construction placed by the city on its own ordinances was the only reasonable one (a contrary construction would have shut down about every industry in Winston-Salem), and that Schlitz had complied with the ordinances as construed by the city authorities charged with their enforcement, I am of opinion liability should not be based upon a violation thereof.

IV

With the district judge, I see no connection between the Texas operation of Schlitz and the North Carolina operation. If the operations were proven to be similar, then I think what Schlitz knew about the Texas operation at the relevant times in the North Carolina affair might be admissible as evidence of knowledge. But I cannot find that the similarity of the operations has been proved. Therefore, I would not require the district court to reexamine its ruling that the evidence was irrelevant absent some proof of similarity of the Texas and North Carolina operations. "The determination of the relevancy of proof offered at the trial is a matter resting largely within the sound discretion of the trial court and is not ordinarily reviewable upon appeal." *Beaty Shopping Center v. Monarch Insurance Company of Ohio*, 315 F.2d 467, 470 (4th Cir. 1963).

WEISZMANN v. CORPS OF ENGINEERS

U. S. District Court
Southern District of Florida

FRED WEISZMANN v. DISTRICT ENGINEER, U. S. ARMY CORPS OF ENGINEERS, et al., No. 74-469-CIV-WM, February 12, 1975

WATER

1. Federal, state, and local regulation — Navigable waters (§28.35)

Liability by industry — Construction (§32.20)

Man-made canals that connect with tidal waters are navigable waters, even though canals are connected with tidal waters through aquifer.

2. Federal, state, and local regulation — Navigable waters (§28.35)

Liability by industry — Construction (§32.20)

Court jurisdiction and procedure — Injunctions (§40.71)

Developer who conducted dredge and fill operations in navigable waters without Corps of Engineers' permit must restore area to its natural state and pay fine of $5,000 under Federal Water Pollution Control Act.

STATUTES

Federal — Federal Water Pollution Control Act (§95.021)

Federal — Rivers and Harbors Act of 1899 (Refuse Act) (§95.025)

Construed.

Action by Weiszmann to enjoin Corps of Engineers from the exercise of jurisdiction over certain canals owned by plaintiff. U. S. Government counterclaimed, seeking restoration and civil penalty.

Judgment for U. S. Government.

David Paul Horan, Key West, Fla., for plaintiff.

ENCLOSURE NO. 1

Subj: Proposed replacement of highway bridge across the Yachats River
at the town of Yachats in Lincoln County, Oregon

has been made. The tide is found to ebb and flow in Yachats Bay and at the bridge site. Further, the drawings furnished with your letter of 19 March 1975 show the line of low water El. 1.5 USC&GS datum 1947 adjusted. This is below the elevation of mean high water and hence shows the fluctuation of water elevation by tidal action on the Pacific Ocean.

Based upon the above tidal action at the bridge site and the decision in Weiszmann v. Corps of Engineers, U.S. District Court, Southern District of Florida, a Coast Guard bridge permit will be required for your proposed reconstruction. A copy of this decision is enclosed for ready reference.

Your letter of 19 March 1975 furnished drawings of the proposed bridge work. These appear adequate. You also enclosed a short environmental assessment and letter from FHWA declaring the project a "Non-Major Federal Action" within the definition of NEPA. The Coast Guard at present is unable to accept a non-major determination as all bridge permit actions are considered Major Federal Actions within NEPA. Accordingly, all bridge permit applicants must submit either an EIS in preliminary form or an environmental analysis in sufficient depth to support a negative declaration by the Coast Guard.

A review of the assessment furnished indicates considerable local interest and that several alternates were reviewed. More detailed discussion is requested. Section 4(f) of the DOT Act refers to the "taking" from a public park, recreation area, wildlife area, etc. There is a state park on the north side of Yachats River. This should be addressed in the assessment as well as all other potential 4(f) involvements. If there is no involvement, this should be so stated. The furnished assessment is not clear whether the bridge construction period will require one-way traffic and at what season of the year. These are also potential environmental effects.

A public notice will be issued using the drawings furnished. The decision concerning whether an EIS will be required or whether a negative declaration is appropriate will be made after Oregon State Highway Division furnish a full disclosure environmental assessment.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Copy of Weiszmann v. Corps of Engineers decision
(2) Commandant's letter of 13 March 1975 relative NEPA treatment

1.5

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE

3271
Serial 94
26 MAR 1975

Oregon State Highway Division
ATTN: Mr. E. S. Hunter,
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Your letter of 24 February 1975 concerning replacement of the highway bridge across the Yachats River at the town of Yachats in Lincoln County, Oregon, has been received.

Federal law, Title 33, United States Code, §401, requires that the constructor possess a permit prior to construction of a bridge or causeway across navigable waters of the United States. The Coast Guard has jurisdiction to decide whether to issue a permit, and, if so, under what terms and conditions, only if the waterway is a part of the navigable waters of the United States. Conversely, if the waterway is not navigable the Coast Guard has no jurisdiction over the matter. In the absence of a statutory or judicial declaration that a particular waterway is a part of the navigable waters of the United States the Coast Guard will on its own, and to the best of its ability, within the limits of information and resources available at the time, determine the issue of navigability and hence that of jurisdiction and will treat permits according to the determination.

Those conclusions on the question of navigability reached in a relatively formal manner and based upon data that are felt to be authoritative and reasonably exhaustive, are published at Title 33, Code of Federal Regulations, Subparts 2.20 through 2.74. A listing of those waterways considered to be non-navigable after a similar data evaluation procedure is found at Subpart 2.99 of the same publication. In respect to all other waters, in the absence of a statement by the Commandant of the Coast Guard, as agency head, that the waters in question are considered to be navigable waters of the United States, and except in the case of those waterways that clearly fall within the definition of navigable waters of the United States published at Title 33, Code of Federal Regulations, Subpart 2.10-5(a), the exercise of Coast Guard jurisdiction, if any exists, will be held in abeyance until such time as an authoritative determination that such jurisdiction exists, is rendered.

In the case of the Yachats River at the location in question, no such authoritative determination of the existence of Coast Guard jurisdiction

cc Potter - action
Hart
Quinn
3-31-75

RECEIVED
MAR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 1, 1975

Salem, Oregon

FILE: Br. 1173D

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Gary Potter
Environmental Section

SUBJECT:

Yachats River Bridge
Oregon Coast Hwy.
Bridge Permit

NOTED
E. S. HUNTER

The attached copy of the letter from the Coast Guard states that the subject project will require a bridge permit from the Coast Guard. The Coast Guard will no longer accept a FHWA declaration of a project as a "nonmajor federal action" within the definition of NEPA.

In order to process a bridge permit for the structure, a negative declaration or EIS in preliminary form must be submitted.

Since this project is to be funded with special bridge replacement monies, processing of the required environmental document as soon as possible will be appreciated.

RWE/ag
Attachs.

cc E. S. Hunter
FHWA w/attachs.
L. L. Wallace
C. O. Fredrickson

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
18.	1731	Malheur River Bridge	56.8	$ 700,000
Plans are 90% complete. Scheduled for third quarter 1975.				
19.	1803B	Millican Creek Bridge	57.0	265,000
No survey to date.				
20.	1251	Ritner Creek Bridge	57.4	520,000
Plans 90% complete. Scheduled for 6-19-75.				
		Yachats River Bridge		600,000
Plans 80% complete. Scheduling contingent upon availability of SBR funds.				
		Chehalem Creek Bridge		2,650,000
Plans 70% complete. Scheduled for 6-19-75.				
		Polaski Creek Bridge		
No survey to date.				
		Williamson River Bridge		
No survey to date.				
	4821A	Grande Ronde River Bridge at Island City		700,000
Plans are complete. Scheduling contingent upon availability of SBR funds.				

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
10.	1C117	Powder River Bridge	51.2	$ 100,000
No survey to date.				
11.	662	Rock Creek Bridge	51.9	360,000
Replacement proposed—a super span arch. Scheduled for third quater 1975.				
12.	7C11	Crooked River Bridge at Lone Pine	52.4	280,000
No survey to date.				
13.	200	Hood River Bridge at Hood River	52.7	605,000
Old survey would require re-evaluation. No active work at this time.				
14.	7C12	Crooked River-Elliott Rd.Br.	53.1	165,000
No survey.				
15.	598	Coquille River at Coquille	53.7	1,625,000
Major relocation. No work at this time.				
16.	2058	Santiam River at Mill City	53.9	
Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.				
17.	2728	Willamette River-Van Buren St. Corvallis	54.6	3,100,000
Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.				

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
3.	32C11	Bear Cr., Wallowa County	36.3	$ 150,000

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

4.	12935	Thomas Creek Br., Linn Co.	42.1	200,000

No survey for replacement to date.

5.	6070	Oswego Lake Outlet, City of Lake Oswego	43.1	350,000

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975 for replacement under the SBR fund if such funds become available.

6.	574	Nehalem River Bridge Highway 9	44.0	1,600,000

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg	48.1	1,438,532

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

8.	1000	Snake River Bridge Idaho Ave. in Ontario	48.3	2,000,000

Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

9.	13089	Beaverton Creek	49.2	105,000

No survey to date.

8432

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande	22.0	

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

2	18T01	Cosine Cr. in McMinnville	23.7	$ 360,000

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

RECEIVED
APR 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SLIP
DATE 4-3-75
MATERIALS ENGINEERING
OFFICE ENGINEERING
PARKS & WEIGH
PERMITS
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESI
SECRETARY
SIGN SHO
TRAFFIC
FILES
MAIL
ESN
RE
COUNTY
STRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT
SERVICES
BRIDGE DESIGN
BRIDGE COUNSEL
CHIEF COUNSEL
C.O. Fredricks O
ATTENTION Cliff Lehman
ACTION 2 ENG
REGION 2
REC'D
APR
FROM:
☐ NOTE AND FILE
☐ NOTE AND RETURN TO
☐ RETURN WITH MORE DETAILS
AND SEE ME

C. Lehman
L. Drake

			Streambed Elev.		
½ ℄ = 0+00			-1.2	← ℄ of bridge	
1 –			-0.8		
2 –			+1.2		
3 –			0.7		
4 –			1.3		
5 –			3.0	Down stream	
6 –			2.9		
7 –			3.5		
8 –			3.6		
9 –			3.8		
+50			+4.2		
10 –			2.9		
11 –			0.8		
12 –			0.7		
13 –			0.0		
14 –			-0.7		
15 –			-1.9		
16 –			-2.0		
17 –			-2.4		
18 –			-2.5		
19 –			-2.6		
20 –			-2.5	Surf line	
21 –			-2.6		
22 –			-2.7	Shore Line:	
~~15+5697+32 23~~			~~-134.8~~	~~Tokyo Bay~~	

Yachats River Bridge

Downstream Profile
(Streambed)
4-2-75

"Rite in the Rain" WEATHERPROOF
J. L. DARLING CORP
TACOMA WASH USA
N 312

Since mean high tide elevation is +3.48 (lower than the beach elevation) there is apparently no fluctuation of water level under the bridge at elevations lower than mean high tide.

In view of the above the determination of the Yachats River as navigable does not seem reasonable.

Your reconsideration for the need of a bridge permit at this site is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

RWE:ag:smd js

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
W. J. Hart
D. H. Moehring
L. W. Rulien
Gary Potter
C. O. Fredrickson
Glen L. Green

8-32 15

Robert W. Straub
XXXXXXXXXX

April 16, 1975

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
Federal Building
915 Second Avenue
Seattle, Washington 98174

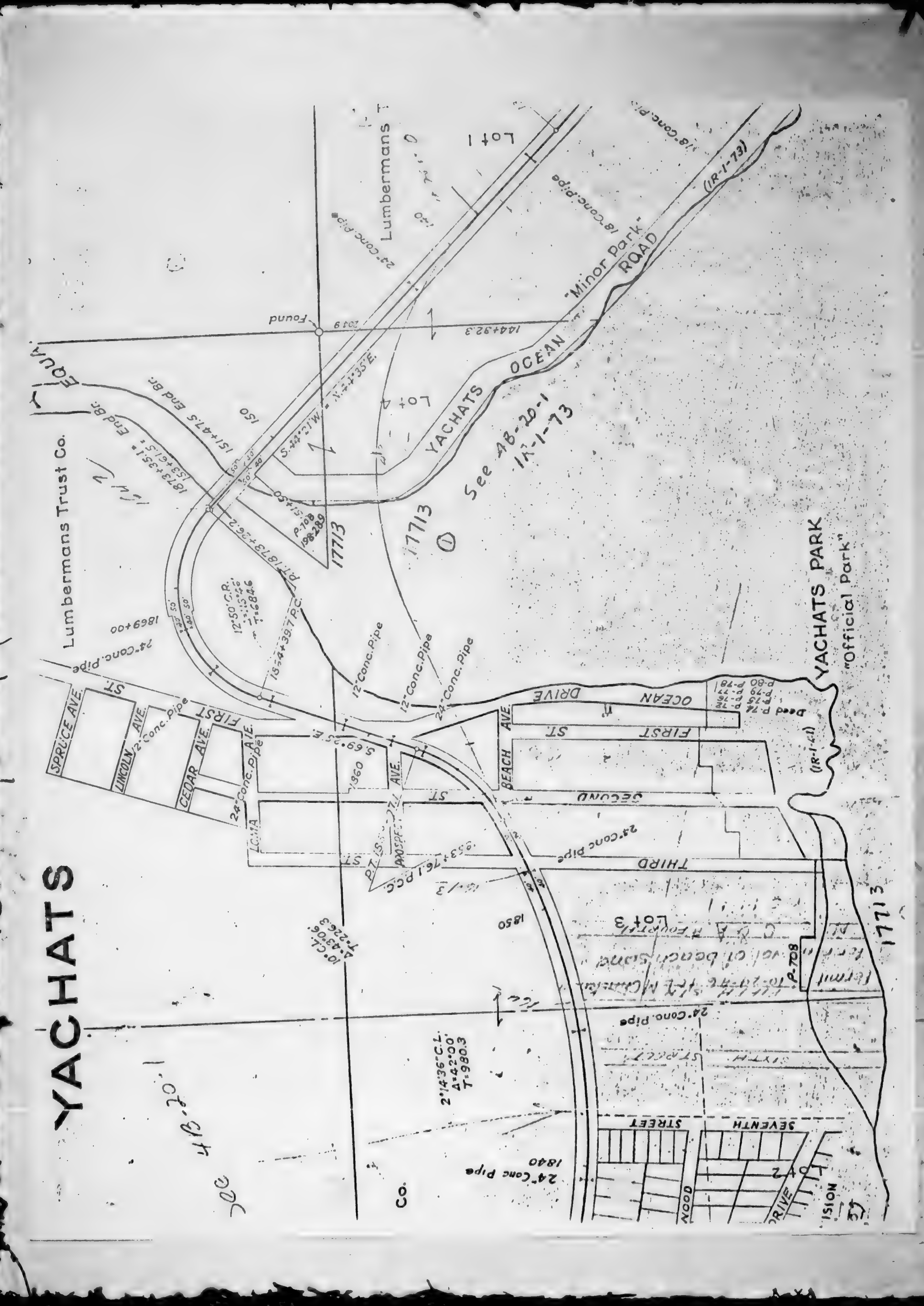
Dear Sir:

Highway 101 Bridge Across
Yachats River at Town of
Yachats
Lincoln County, Oregon
Bridge Permit

Your letter of March 26, 1975, states that the tide is found to ebb and flow in Yachats River at the bridge site and that this occurs at elevations below that of mean high water.

Your conclusion is that the fluctuation of water elevation, at the bridge site, is caused by the ebb and flow of the tide.

This conclusion was probably influenced by the somewhat misleading information which we furnished to you. Our plans show low water at the bridge site to be at elevation +1.2. This was apparently taken from the original bridge plans which contained 1925 or 1926 data. A recent field investigation indicates that low water under the bridge has been about elevation +4 for many years. The reason for this is that the streambed elevation (beach) downstream from the bridge is about elevation +4 (see attached field notes) and forms a barrier between the bridge and the ocean. Thus the water level under the bridge must be at about +4 before it can flow across the beach (streambed) to the ocean. I understand that the river water is only about one inch deep where it flows across the beach during these low water periods.


YACHATS
Lumbermans Trust Co.
Lumbermans
Lot 1
Lot 4
Lot 3
Lot 2
YACHATS OCEAN ROAD
"Minor Park"
(IR-1-73)
See AB-20-1
IR-1-73
See AB-20-1
17713
YACHATS PARK
"Official Park"
(IR-1-61)
Found
144+32.3
151+47.5 End Bc
1873+35.1 End Bc
153+61.5
P.T. 1873+26.2
P.C. 1874+38.7
12°50' C.R.
1869+00
1860
1850
1840
P-708
198-289
24" Conc. Pipe
18" Conc. Pipe
12" Conc. Pipe
12" Conc. Pipe
24" Conc. Pipe
24" Conc. Pipe
24" Conc. Pipe
24" Conc. Pipe
24" Conc. Pipe
2" Conc. Pipe
18" Conc. Pipe
S.44°21'W.
N.44°35'E.
S.69°25'E.
10° C.L.
2°14'36" C.L.
Δ=42°00'
T=980.3
SPRUCE AVE.
LINCOLN AVE.
CEDAR AVE.
LOMA AVE.
PROSPECT AVE.
BEACH AVE.
FIRST ST.
FIRST ST.
SECOND ST.
THIRD ST.
OCEAN DRIVE
SIXTH STREET
SEVENTH STREET
WOOD
DRIVE
ISION
Deed P.74 P.75 P.76 P.77 P.78 P.79 P.80 P.81
Co.
Permit to 24-46 to J.T. McDaniel of beach same

any long term impacts, it will have no long term effects on either of the parks.

The project will not divide or disrupt any established community or cause a signficant increase in traffic congestion. It is considered to be consistent with laws and regulations relating to the environment and will not have significant impact on air quality or on ambient noise levels.

The action, given its present location at the existing bridge site, is not likely to be controversial on environmental grounds, nor should it have significant adverse impact on cultural or scenic resources.

It is considered to have the potential for significant alterations in natural resources, specifically since it involves a river crossing in the coastal area and could potentially impact anadromous fish runs or surf smelt spawning beaches in the area. It is the conclusion of the Oregon State Highway Division that the mitigating procedures outlined in the section Environmental Impacts will prevent significant adverse impact to these resources.

In conclusion, the Oregon State Highway Division feels that implementing this action will not have a significant impact on the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

CONCURRED IN BY:

4/30/75
Date

Assistant State Highway Engineer

4/30/75
Date

FHWA Division Engineer

TA:sz
4/30/75

Noise disturbance would be restricted to the actual time of construction and demolition and would be the effect of operation of heavy equipment and any blasting necessary in demolition of the old structure. Ground vibration resulting from blasting is not anticipated to affect any nearby structures, the latter being of woodframe or log construction and one or two stories high. The project is not anticipated to encourage increased traffic volume, thus long range effects on noise or air quality are not expected to be significant.

Effects on traffic are considered in two categories, short term construction and traffic conflicts and long term traffic safety and flow.

During the initial stage of bridge construction, two-way traffic will be continued as it now exists over the old structure. Some intermittent temporary disruptions, such as reduction of traffic to alternate one-way flows, can be expected during cut and fill and widening operations on the portion of the highway north of the bridge.

Prolonged alternate one-way traffic is anticipated during the second stage of construction when the old structure is removed and the easterly section of the new bridge is constructed. This is to be restricted to the period of time between October 1 and May 1, but may constitute a shorter period of time depending upon speed of construction.

Long range traffic safety is expected to be improved through widening and replacement of the existing deteriorating structure.

Basis for Negative Declaration

The Yachats River Bridge project, as one requiring a bridge permit, is determined to be a major federal action within the provisions of NEPA by the United States Coast Guard.

It is the opinion of the Oregon State Highway Division that the proposed project is necessary for continued safe travel on the Oregon Coast Highway, U.S. Route 101. This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources.

The project will not impact any properties protected under Section 4(f) of the DOT Act. Yachats State Park is located a considerable distance from the effects of construction activities. Construction activities near the boundary of Yachats Ocean Wayside will be confined to the highway right-of-way and will not affect the park. Since the project is not expected to stimulate period from November through the following October. Old bridge demolition and stage 3 construction will not begin until October because of the restrictions on one way traffic from May through October. If construction is started in the spring, cofferdams will be built in the months of April or May. Piers will be built in May and June. Stage 2 approach spans and main spans will be built in the period of June through September. Demolition of the old bridge and stage 3 construction will occur after October 1.

Both of these schedules conflict with the requirement that there be no operation of equipment in the active flowing stream between September 1 and May 31. In the first schedule, old bridge demolition will occur in October placing of cofferdams for pier footings poses a conflict with thes equipment in the spring and demolition of the old bridge structure poses a conflict in the fall.

Because these conflicts cannot be avoided in constructing the bridge, Oregon State Highway Division will request variances from the Wildlife Commission and the Fish Commission to work in the river for short periods of time (i.e. 2 weeks) during periods of September 1 to May 31 to accomplish the placing of cofferdams for pier footings and the demolition of the old bridge structure. The specific time periods for which variances will be granted will be determined by the Wildlife Commission and the Fish Commission and necessary adjustments in construction schedules will be made accordingly.

Yachats River drains an area of 43 square miles at the crossing. Regional analysis of stream flow data in the Mid-Coast Basin indicates that the following peak flows could be generated in the Yachats River Basin.

50-year	5,800 cfs
25-year	4,800 cfs

A 50-year design frequency was selected for this crossing.

Hydraulic analysis indicates that during design runoff the highwater elevation is 15.0 feet at the bridge. This was verified by the District Engineer. All available information indicates that this structure has not been endangered by highwater conditions since its was first built.

Although a new northerly pier will be constructed on the floodplain about 15 feet closer to the river than the existing pier, it is expected to have no effect on the hydrology of the river and hence, no change is flood hazards is expected.

Some riparian vegetation will be lost, possibly including several conifers. Vegetation loss should be restricted to strips approximately 50 feet in length along both river banks within the highway right-of-way, plus some additional vegetation along the sections of highway widening, approximately 0.4 mile in length. All vegetation cleared from the river banks will be removed from the banks and stream as quickly as possible. Special attention should be paid to the type of vegetation used for fill slope stabilization to ensure compatibility with this coastal environment. Special care will be required to prevent surface erosion of the steep south river bank.

Erosion control will be accomplished on fill and disturbed river bank slopes as required by Standard Specifications Section 107.08. Fill slopes will be protected as soon as they are constructed so that any danger of contaminating the smelt spawning beaches adjacent to the river mouth will be minimized.

A history of difficulty in re-establishing riparian vegetation at coastal locations indicates a strong need for minimization of disruption of natural riparian vegetation, and care will be exercised by the contractor. Also, the riprap extending northwest along the north side of the river mouth will be extended east under the bridge to control the erosion of the silty sand and smaller gravel apparent at this location.

Timing of new pier installation and old bridge demolition will be such that minimum disruption is caused to anadromous fish runs and spawning, surf-smelt spawning, and summer peak tourist traffic. Times to be avoided to prevent anadromous fish disruption extend from the first of November through mid-April. Downstream migration is anticipated to continue through May, but birdge pier construction as defined in this project should not significantly affect this smoltation. Winter months of south-to-north coastal drift will be avoided to prevent potential surf smelt spawning beach sedimentation. These currents start to swing out to sea by the first of May. Thus, the months of May through October are allowable for construction and demolition procedures as they have less disruption potential. Of the two activities, pier construction and old bridge demolition, only the latter would restrict traffic to one-way.

Two possible construction schedules have been presented by the Bridge Section. If construction is started in August, cofferdams and berms for pier construction will be built in August. Piers will be built in September and October. Approach spans and main spans for stage 2 will be constructed in the would include driving piles to rock foundation at surface by the south bank to a depth of approximately seven feet by the north bank with attendant disturbance to the river bottom and roiling of the river.

3. Use two cranes to lift the entire steel truss, as it is cut free from the piers, and walk it to shore. This would require that a fill dike be built about half way across the river to allow operation of one crane half way across the channel for setting of the structure on shore. Disruptions would include the dike structure and its removal. This alternative would require a fill permit for placing more than 50 yards of fill in the waterway.

For any of these methods of removal of the steel structure, the seven inch concrete deck would be broken up and removed while the bridge is in place prior to steel demolition. Some debris would undoubtedly fall into the river from this deck removal, but any pieces of significant size (6" or greater) could be removed.

Discussion and correspondence with personnel from the Fish Commission and the Game Commission has indicated that the first alternative will result in the least disturbance to the river and fish.

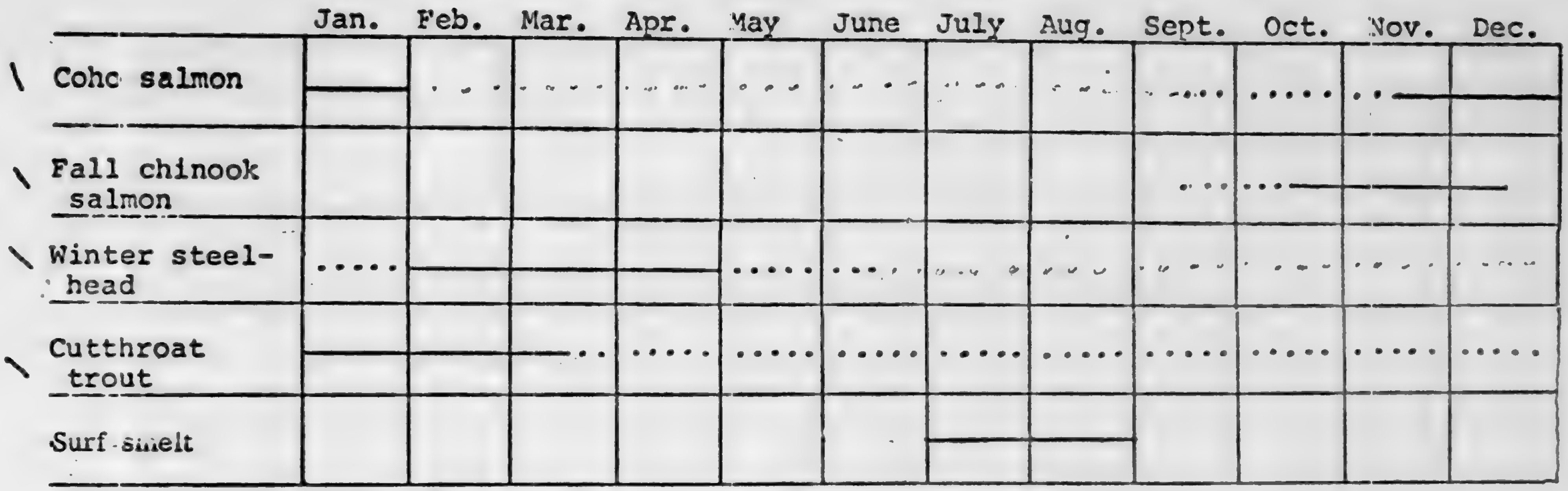
Both agencies suggested several procedures that should be used to minimize demolition-related impacts from Alternative 1, including:

1. Operating equipment in the active flowing stream only in the time period of June 1 to September 1.
2. Cutting the roadway deck into as large as possible pieces.
3. Cleaning out cuts between slabs just prior to making the final cut through the deck to minimize what goes into the river.
4. Minimizing the time that structure sections are in the river.
5. Removing any sizeable concrete rubble or steel material (6" or larger) that remains in the stream during the clean up period.
6. Correcting bank disturbances during the clean up period.

Attention is drawn to Section 107.08 of the Standard Specifications for Highway Construction concerning water and air pollution control.

Figure 2-1

Peridocity chart for anadromous salmonids, Middle Coast Basin (dotted lines indicate presence in streams and solid lines indicate spawning periods) and surf smelt at Yachats River mouth.



Estimated number of adult anadromous salmonids spawning in Middle Coast Basin stream system 1/ 2/ 3/

	Chinook			Steelhead		Sea-run
Stream system	Spring	Fall	Coho	Summer	Winter	Cutthroat
Yachats River	0	500	2,650	0	1,200	2,300

1/ Estimates by Oregon Game Commission and Fish Commission of Oregon biologists.

2/ Numbers indicate spawning escapement. Total run would be computed by adding appropriate sport and commercial harvest data.

3/ Estimates include hatchery contributions.

Source: Environmental Investigations, Middle Coast Basin, Oregon State Game Commission, 1972 water quality of the river and protecting the smelt spawning beaches north of the river mouth, both during and after construction. Specifically, these concerns centered on three situations: 1) possible construction caused turbidity, either from footing excavation or the pumping of sediment laden water from behind coffer dams; 2) demolition of the old bridge including concrete and steel debris falling into the river and impacts of removal of the existing piers; and 3) fill slope erosion.

Construction induced erosion, roiling of the river water with heavy equipment, or pumping of sediment laden waters into the river, any of which could lead to increased turbidity of the Yachats River, should be expected to lead to deliterious effects on the river fish population, particularly if this were to occur during anadromous fish runs (see Figure 1). Such activities might have a harmful impact, through sedimentation and contamination, on the surf smelt spawning beaches in and to the north of the river mouth depending upon the direction of ocean current at the time of construction and demolition.

Mitigating procedures specified by the OSHD are designed to minimize these potential impacts. Turbid coffer dam waters will be pumped up onto the river banks to allow this water to filter through at least 25 feet of native vegetation and sand before returning to the river. A request for a permit to construct has been filed with the Division of State Lands of Oregon since excavation for pier footings and bents will require removal of in excess of 50 yards of material.

The Bridge Section, Oregon State Highway Division, has indicated three possible methods of accomplishing the demolition and removal of the existing bridge structure:

1. Cut off the structure and drop it into the river. The steel span would then be cut up in the river and the sections dragged out. (Contractor would have to get right-of-way easement from property owner to the northeast of the structure.) Disruptions from this procedure are roiling of the river from dropping the structure, and disturbance to the river bottom and bank from dragging out the segments.
2. Place "false bents" (rows of 4 vertical piles) on rock foundation in the river bed, running up to support the structure and then dismantling the structure in place. This would require placement of from 2 to 4 false bents in the river. Disruptions

Spruce, Himalaya berry, Salal, Swordfern, Snowberry, Sedge rushes, Scotch Broom, and Horsetail. Riverbed composition is of cobbles averaging 4" in diameter and sand.

A preliminary evaluation indicates that water quality is good. There is low turbidity, nutrients, metals*, and high oxygen and good buffer capacity (i.e., high resistance to pH fluctuations).

The mouth of the Yachats River is immediately downstream from the bridge structure, flowing into the Pacific Ocean. So located, the river is subject to reverse flows during periods of high tides or wind driven waves, with large drift logs from both upstream and downstream being carried back and forth under the bridge. Such drift is present on the river banks and sand flats downstream, although no damage to the existing structure from these logs has occurred nor does there appear to be an immediate hazard from such drift to the structure. The river widens and flows over sand flats downstream of the structure to juncture with the ocean.

To insure that the Yachats River will continue to be a valuable fishery resource, the State Water Resource Board has established a minimum perennial streamflow sufficient to support aquatic life. No out-of-basin appropriation of the waters of the river shall be made or granted by any state agency or public corporation of the state without the approval of and following a public hearing by the State Water Resources Board.

The United States Coast Guard has determined the Yachats River to be a navigable waterway owing to the tidal ebb and flow in Yachats Bay and at the bridge site. This determination is based in part on the decision in Weiszmann vs Corps of Engineers, U.S. District Court, Southern District of Florida.

Environmental Impacts

The principle environmental impacts of the project are caused by demolition of the old structure, in river construction associated with the new structure, and fill slope erosion, and are temporary in nature.

Of primary concern is potential effects of the project on the water quality of the Yachats River, especially during construction and demolition phases. Representatives of the Oregon State Fish Commission and the Oregon State Wildlife Commission have expressed concerns about maintaining the present

*No lead analysis was undertaken.

The only commercial development in this area is the two motels mentioned above.

Access to the beach is provided by a loop road that enters the highway at the south end of the Yachats River Bridge. Extending along the bluff overlooking the river mouth and ocean for approximately a quarter of a mile before rejoining the highway, this road provides access to the rocky coastline and a small sandy beach within the river mouth.

The strip of land that lies between the access road and the water front is a state park, Yachats Ocean Road Wayside, providing picnic facilities, scenic views, fishing, clamming, and beachcombing.

The Yachats River is 17 miles in length and drains a coastal basin of approximately 43 square miles. The river is significant fishery and recreational resource, and most of the length of the river is accessible by road. There are six sites along the river which are planned for public acqusition and development as angling and boating access, but at the present time riparian lands are largely privately controlled and subject to closure. The river has been open to fishing throughout its length during the summer season but closed to winter fishing above river mile 8.5 (the confluence of the North Fork) to protect spawning stocks of salmon and steelhead trout. The river has excellent runs of chinook and coho salmon and steelhead and sea run cutthroat trout. Angling pressure ranges from light to moderate throughout the year. Both bank fishing and drift fishing are popular.

The Fish Commission and the Wildlife Commission estimate the number of spawners in the Yachats River as follows: 500 fall chinook; 2,650 coho salmon; 1,200 winter steelhead, and 2,300 sea run cutthroat trout. The estimated annual angler harvest data for salmon and steelhead on the Yachats River are as follows: harvest-800 fish; angler days-3,200; gross expenditures-$59,200 (as of 1972).

The sand beach just downstream of the present bridge site is one of a number of spawning beaches used by surf smelt; large numbers are caught annually and the occassion is celebrated by the town with a smelt fry. Surf perch and bottom fish are caught from the nearby rocks bordering the small estuary. A shell fish biologist for the Fish Commission of Oregon has indicated that a razor clam bed of local significance is located on the sand beach of the lower Yachats River.

In the immediate area of the bridge, the river banks are of stable, well vegetated, sandy composition. Stream bank vegetation includes Sitka construction-traffic conflicts; and serious consideration of expressed public opinion.

Alternatives A and B above optimize for minimization of both environmental and right-of-way impacts, with Alternative B tending more to minimize construction-traffic conflicts than A. Alternatives C and D above optimize for minimization of construction-traffic conflicts at the expense of somewhat greater environmental and right-of-way impacts. Alternative B thus emerges as having minimal environmental and right-of-way impacts while balancing construction-traffic conflicts against these concerns and has, therefore, been selected as the alignment to be considered for this project.

The no-action alternative must be considered in relation to the rationale for the initiation of the new Yachats River Bridge project. The present structure is 50 years old and except for resurfacing, patching, and a little widening, remains essentially the same as it was constructed in the mid-1920's; a two-lane, two-way facility with a horizontal clearance of 20 feet. This structure was adequate for traffic at the time of construction, but is becoming increasingly inadequate as present traffic volumes increase. Further, bridge inspection and foundation engineer reports indicate that extensive repair would be required if the present structure were to continue to be utilized.

Environmental Setting

The project is on the existing alignment of the Oregon Coast Highway and lies entirely within the city limits of Yachats. Yachats is a small coastal community depending largely upon tourist trade for their economic stability. Except for two motels, the entire business district lies north of the Yachats River. Commercial establishments are concentrated along the highway and between the highway and the bluff overlooking the ocean and the river mouth. The bluff above the ocean is rather flat and extends to the north and south from the river channel for some distance along the ocean front. Located on the bluff north of the river mouth and west of the community center is Yachats State Park, approximately .5 mile from the project. To the east, the relatively flat land terminates at the base of the rolling hills that extend eastward into the Coast Mountain Range. The Oregon Coast Highway skirts the base of these rolling hills along the easterly edge of the flatter bench lands. To the south of the Yachats River the area within the city limits is a well developed residential site with well kept houses and landscaped yards fronting both sides of the highway.

At a city council meeting held October 3, 1974, representatives from the Oregon State Highway Division discussed the proposed project with 50 to 60 citizens who were present. It was the concensus of those present that the bridge should be replaced at its present site.

An authority for survey dated October 2, 1974 to prepare a vicinity map and bridge design to replace the structure at the existing site was authorized by the Oregon State Highway Division.

At the site of the existing Yachats River Bridge, four design alternatives were considered:

A. Retain existing alignment and construct a new bridge in stages to maintain one-way traffic.

B. Revise alignment slightly to modify the curve and to allow the new bridge construction to clear the existing structure sufficiently to carry one-way traffic during stage construction. This alignment keeps construction within the existing right-of-way, except for a portion of fill slope to the northwest of the structure where easement would be required.

C. Revise alignment to accommodate stage construction of the new structure with sufficient width to maintain two-way traffic. This alignment would require acqusition of some additional right-of-way.

D. Revise alignment to construct a new bridge clear of existing bridge to minimize construction conflicts. This alignment would require acqusition of a significiant amount of new right-of-way.

Of the two original locations, the one described above as "Alternative II" was ultimately rejected on the basis of a number of reasons: the sand beach at the mouth of the Yachats River, stated as a surf smelt spawning beach and reported by a shellfish biologist of the Fish Commission of Oregon to have a razor clam bed of local significance, would be significantly impacted by this project location. This location would further require a maximum of right-of-way acqusition. Finally, public opinion of local residents has been evidenced strongly in favor of replacing the bridge at its present location.

Selection of an alternate alignment at the present bridge location involved the following criteria: minimizing need for new right-of-way acquisition; minimizing environmental impact upon the river and river banks; balancing of

6,500 vehicles of all types on weekends and holidays during the summer months. It is anticipated that the ADT will be 6,200 vehicles by 1994, with peak days as high as 13,500.

The existing bridge structure is not adequate for present traffic conditions. It was built in 1925 and provides only 20 feet of horizontal clearance. A walkway was added on the westerly side of the structure outside of the travel lanes, and a recently added bikeway makes use of the walkway of the bridge to cross the river.

Structurally, the bridge consists of a 140-foot through steel truss with two 23-foot timber approach spans on the northerly end and one 23-foot timber approach span on the southerly end. A site inspection in late 1974 indicated that the existing steel truss is heavily rusted and many of the minor structural members are rusted through. Numerous rivets in many of the connections have rusted completely away. Severe rusting and accompanying loss of cross section was noted on many of the main structural members.

The foundation engineer who undertook the site inspection indicated that continued use of the structure, either as a permanent structure or as a detour structure during replacement, will require extensive repair in the immediate future.

Alternatives to the Proposal

Besides the no-build alternative, two alternative locations for bridge replacement were considered, based upon a reconnaissance survey of the project area on August 8, 1963. Alternative I essentially follows the existing alignment, but improves the grade and alignment with a proposed structure located slightly to the west of the existing bridge. Alternative II was a new alignment extending the highway to the south along Beach Avenue in Yachats, crossing the sand flats at the mouth of the Yachats River, and rejoining the existing alignment at about mile point 165.26. An authority for survey dated 8-12-64 authorized preparation of plans, specifications, and estimates for proposal No. II. Adverse public opinion and environmental concerns have encouraged the consideration of a less disruptive alignment.

On December 21, 1973, a survey of the local residents by the Region Construction Engineer and the local District Engineer indicated that replacing the bridge on its present alignment was preferred.

and widening could be most easily accomplished on this side, although this decreases slightly the radius of the curve lying north of the bridge. The new bridge alignment is revised slightly (approximately 5') to the west so that the proposed structure clears the existing one sufficiently to carry one-way traffic during stage construction and to provide spiral on the curve. This alignment keeps all of the proposed construction within the existing right-of-way except for a portion of the fill slopes on the west side just north of the structure where easement would be required on one property.

Construction will be in stages. Stage 1 is off structure grading and paving. During Stage 2, it is planned to construct approximately one-half of the new bridge which, by fastening temporary rail along the left hand deck edge, will accommodate one-way traffic (16.5' roadway). Grading, drainage, and all surfacing except the wearing course (top two inches) of asphalt concrete can be completed on the westerly side of the existing highway, and one-way traffic routed over the partially completed new structure. Use of one-way traffic will be restricted to the period between October 1 and May 2.

Stage 3 consists of removing the existing bridge, and completing the new structure and the balance of the road work. Final-lift paving will be accomplished with the traffic routed around the work as it progresses. Placing the A.C. curb which separates the right shoulder from the bikeway will be performed after all pavement has been laid and there is no further need to shift traffic. Easement has been obtained on one property to allow placement of approximately 25' x 60' riprap on the west side of the structure on the north river bank to match the existing dike.

The juncture of the Pacific Highway with Yachats Ocean Road Wayside Road, which lies just south of the bridge on the westerly side, will have to be adjusted to the widened roadway.

Existing drainage facilities will be utilized with extensions as necessary, except for relocation of one single approach culvert. Additional drainage structures are required to drain pavement where run-off is restricted by the bikeway curb. Provisions will be made for present and future local utilities crossing the river at the bridge site.

Need for Project

The 1973 average daily traffic (ADT) was 3,000. The highway is subject to heavy seasonal traffic and maximum daily traffic may go as high as

Negative Declaration
Yachats River Bridge
Oregon Coast Highway
Lincoln County, Oregon

This negative declaration for the above Federal-aid project has been prepared in consultation with the Federal Highway Administration and pursuant to U.S. Coast Guard regulations which pertain to permits to construct.

Location and Description of Proposed Project

The Yachats River Bridge proposal is to provide for the replacement of the existing bridge structure on the Oregon Coast Highway (U.S. Route 101) in Yachats, Lincoln County, Oregon. The project is .4 mile in length. The northerly terminus is at M.P. 164.48, or approximately .25 of a mile northerly of the existing Yachats River Bridge. The southerly terminus is at M.P. 164.88 or approximately .14 of a mile southerly of the existing bridge. A slightly revised alignment will be used for the new bridge.

The bridge will have two 12-foot travel lanes, two 8-foot shoulders, and one 8-foot bikeway and pedestrian path. The bikeway/pedestrian path would be constructed on the westerly side of the structure and would be separated from the shoulder area by a physical barrier. Utility ducts for local utilities crossing the river at the bridge site will be included on the bridge.

The bridge is recommended to be a 127-foot clear span, with approximately 36 feet of approach span on the south and 60 feet on the north. There will be 120 feet of horizontal clearance between piers. At the northerly end of the span there will be 9 feet of vertical clearance at high water elevation (15') and 20 feet of vertical clearance at low water elevation (4'), while at the southerly end of the span there will be 13 feet of vertical clearance at high water elevation and 24 feet of vertical clearance at low water elevation. Existing piers are in excellent condition. The southerly pier will be utilized in the new structure, while a new pier on the northerly side will replace the existing pier.

Two private driveways lie immediately south of the structure on the easterly side of the roadway. Widening of the roadway to the east in this area would cause serious conflict with these properties. No buildings are present on the westerly side of the roadway at either end of the structure,

8432 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
April 30, 1975
Salem, Oregon 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Negative Declaration
Yachats River Bridge
Oregon Coast Highway
Lincoln County, Oregon

The subject statement in the form of a negative declaration has been reviewed by select members of the Environmental Study Committee which have determined that the subject statement adequately covers the natural and social environmental impacts of the project.

It must be pointed out that this statement was prepared only to satisfy U.S. Coast Guard requirements which do not recognize FHWA non-major actions. This project has been classified and approved as a non-major action by FHWA, but it is necessary to prepare and submit this statement to fulfill Coast Guard permit to construct requirements.

If you agree with the contents of this statement, please sign all copies and return original plus 4 copies to the office for submission to FHWA for concurrence.

P.S. This statement must be submitted to FHWA Division office today if possible to meet Coast Guard and OSHD schedules.

GAP:GR:cb

Statements returned to Potter 4-30-75

RECEIVED
APR 30 1975
Office of
Assistant State Highway Engineer

Yachats River
Lincoln County
c/o PN 75-N-07
Highway Job No. 147

PRELIMINARY ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1948

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream from September 1 to May 31, unless operations have prior approval of the Division of State Lands.

3. The stream shall not be diverted from the natural bed.

4. All potholes or removal pits shall be leveled at the end of the season's work.

5. Riprap shall be placed under these conditions:

    a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

    c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes and shrubs.

    d. The riprap rock shall be placed from above the bank.

    e. The completed revetment shall have a slope no steeper than 1½:1.

6. Waste materials and spoils shall be placed above the bankline.

7. Freshly poured concrete shall not be allowed to come in contact with the active flowing stream.

8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 1, 1975

8232

13

STATE OF OREGON
1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 7, 1975

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

NOTED
[illegible] E. JOHNSON

Att: Captain R. V. Hackney
Chief, Aids to Navigation Branch

Ref: PN 75-N-07 (Yachats River - Bridge)

Dear Sir:

I approve the project subject to the attached conditions for Material Removal Permit No. 1948 to be issued by the Division of State Lands.

On April 14, 1975, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:kp

cc: Oregon State Highway Division
Fish Commission of Oregon
Department of Environmental Quality
Division of State Lands
U.S. Fish & Wildlife Service

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Copy To Kulien
TAA 5-12-75

NOTED
R. L. SCHROEDER

RECEIVED
MAY 8 1975
Office of
Assistant State Highway [illegible]

COPY

ER BRIDGE SECTION
IO. RF-144(14)

bituminous surface travel lanes with
ders.

, steel through truss span, length
20', H-15 loading.

y.

consists of all phases of preliminary
P.S. and E. preparation for the future
to replace the existing bridge with a
ncrete structure with a roadway width
8-foot sidewalk/bikeway on the west
ding and paving of approaches.

llroads, Water Developments, Historical

learinghouse A-95 review letters of
, 1975 & March 26, 1975, respectively.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA, December 16, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan (Category 3 Project).
(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering

Field Work.	$ 500
P.S. and E. Preparation	2,500
Total	$3,000

NOTE: This project is in Congressional District No. 1.

YACHATS RIVER BRIDGE SECTION
PROJECT NO. RF-144(14)

Existing Facility:

Roadway --Two 12-foot bituminous surface travel lanes with 4-foot shoulders.

Structure--Yachats River, steel through truss span, length 209', H.C. 20', H-15 loading.

Adjacent Sections:

Same as existing roadway.

Project Data:

Work under this project consists of all phases of preliminary engineering, including P.S. and E. preparation for the future construction necessary to replace the existing bridge with a 224-foot reinforced concrete structure with a roadway width of 41 ft., combination 8-foot sidewalk/bikeway on the west side and necessary grading and paving of approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

IM 50-1-70 Requirements:

State and District 4 Clearinghouse A-95 review letters of approval dated March 25, 1975 & March 26, 1975, respectively.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by
1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required und
(Category 3 Project).
(b) Location/Design -- Not a factor in
this project.

Data for PR-37:

Preliminary Engineering

Field Work. . . . .
P.S. and E. Preparation . . . . .

Total . . . . .

NOTE: This project is in Congressional Dist

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-30-75

ATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
achats River (Yachats) 65		3,000	5,400 (66) (70)	95 (71) (72)	10	Oregon	41 (2) (3)	073 (4) (9)	54 (14) (18)

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.	
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RF- 14 23	144 7	(14) 13	(24) (26)	27

Rural Primary	COUNTY NAME Lincoln			CODE 041 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. P	FEDERAL-AID 2 (32)	STATE 9 (36)	U.S. 101 (37) (41)	

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
53		(54) (58)	(59) (66)	(67) (76)			
	US 101, Yachats River (Yachats)	0.4	3,000	2,300	700		Preliminary engineering all phases.
							(Future construction of 224' reinforced concrete bridge and approaches.)
	"Yachats River Bridge Section"						ROW-80' min.; Access control-none; Parking restrictions-none.
	PROJECT TOTALS	0.4	3,000 (16) (23)	2,300 (24) (33)	700		

ATES

REMARKS

-OVER-

Budget Bureau No. 41-R2067; Ap
U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 5-30-75

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 101, Yachats River (Yachats) 65	**ADT**	PRESENT 3,000	FUTURE (66) 5,400 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RF- 23	NUMBER 7 144

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Lincoln				CODE (14) 04
	NAME OF URBAN AREA --	ROUTE NO. P	FEDERAL-AID 2 (32)	STATE 9 (36)	U.S. (37) 101	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15) 17-31	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 101, Yachats River (Yachats)	0.4	3,000	2,300	700	
5					**ROW**							
5					**CONST** (CODE)		"Yachats River Bridge Section"					
							PROJECT TOTALS	0.4	(16) 3,000 (23)	(24) 2,300 (33)	700	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

8232

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXXX

May 30, 1975

TO: R. L. Green, Division Engineer
Federal Highway Administration

FROM: L. [illegible] Allen
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RF-144(14)

We are submitting program data for one preliminary engineering project. Item No. 54, Project No. RF-144(14), Yachats River Bridge Section, which we desire to have included in the Federal-aid Rural Primary Highway Program.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering on the project.

Copies of the State and District 4 Clearinghouse A-95 letters of approval were previously submitted.

CL:bb
Enc.

8432   15

~~PRO 6-2~~

Robert W. Straub
XXXXXXX&XXXX

May 30, 1975

TO
Executive Department
Federal Aid Coordination Unit

FROM
L. W. Rulien
Project Management Engineer

SUBJECT
Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Primary Project:

Item No.	Project No.	Section Name & PHRS No.
54	RF-144(14)	Yachats River Bridge Section #7502-2-490

CL:bb
Enc.

cc: D. E. Swan
    J. L. Gaither

18

Transaction Number 6-102

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 06-10-75
BY (Signature): L.W.Rulien's May 30, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 54 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
54	RF-144(14)	0.4	$3,000	$2,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Yachats River Bridge Section Lincoln County State of Oregon	Preliminary Engineering

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 13 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering.

6-17-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 13 1975
OFFICE OF
[illegible] STATE [illegible] ENGINEER

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 06-10-75
SIGNATURE AND TITLE: G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation or the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-4B
(Rev. 8-71)

GPO 915-690

6-10-75

8232

8-[illegible]

15

File . 1173C

June 12, 1975

NOTED
E. S. HUNTER

AIR MAIL
SPECIAL DELIVERY

Commandant (G-WBR/73)
U. S. Coast Guard
Washington, D.C. 20590

Attention Captain John B. Kirkland

RECEIVED
JUN 1 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Sir:

Yachats River Bridge
Oregon Coast Highway
Bridge Permit

Per request from Mr. Ed Shields of your Seattle office, I am enclosing two sheets from the Yachats River Bridge.

These sheets show the location of the holes carrying utilities across the structure. These holes are through the transverse beams and will carry a waterline, a television cable and a phone cable. Due to the location of the holes, the utilities will be 2 feet or more above the bottom of the longitudinal beams and will be inboard of the bridge handrails. The utilities will not encroach upon navigation clearances for this structure.

It is hoped that receipt of these drawings will allow expeditious issuance of the Bridge Permit.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
(Dwg. No. 30555 and 30563)

cc Commander
13th Coast Guard District

bc E. S. Hunter

Page 2

Y hats River [illegible] M.P. 164.73

Br. 1173

5-12-75

59-5) Heavy corrosion of all latticework, esp. on end posts and vertical posts. Many individual pieces are 100% gone. Inside web of north end posts has large blisters nearly rusted thru, also heavy rusting along most vertical & diagonal members. Many rivets have heads completely rusted off & some are gone. Lateral portals have again been struck by overheight truck, have heavy damage twisted & cracked. General rusting thruout truss, probably serious enough to warrant a load limit investigation which would be next to impossible to adequately determine without sand blasting all paint and rust off all members.

58-1&2) P.C.C. deck has heavy wear @ rebar exposed in scattered areas.

58-12&13) E.P. joint filler is gone, leakage onto bearing device has seriously corroded it.

65-1) Roadway width is 20 feet, very narrow; trucks have often damaged the entire truss by overheight loads striking portals and jolting connections & other members out of line. Also bridge is right before a sharp curve.

[illegible]

BRIDGE NO. 1173

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE St. Thru Truss NAME Yachats River HWY. NO. 9 MILE POST 164.7
CROSSING (OVER, ~~UNDER~~) N/A COUNTY Lincoln INSPECTORS' Mike Austin
DISTRICT 4 YEAR BUILT 1926 PHOTOS 4 DATE 5-12-75 SIGNATURES H. Seaton

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	7
Backwall	7
Footing	8
Piles	/
Erosion	7
Settlement	8
2. Piers or Bents - Caps	8
Column	8
Footing	8
Piles	8
Scour	8
Settlement	8
3. Pile Bents	/
4. Concrete Cracking or Spalling	7
5 Steel Corrosion	/
6. Timber Decay, etc.	8
7. Debris on Seats	7
8. Paint	/
9. Collision Damage	8
INSPECTOR'S CONDITION RATING (60)	8
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	7
3. Drift	8
4 Vegetation	7
5. Channel Change	7
6. Fender System	/
7. Spur Dikes & Jetties	/
8. Riprap	7
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	7

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	4
2. Stringers timber	7
3. Girder or Beams St. Stringers	7
4. Floor Beams	6
5. Trusses - General	5
Portals	7P
Bracing	4
6. Paint	4
7. Machinery (Movable Spans)	/
8. Rivets or Bolts	4
9. Welds - Cracks	6
10. Rust	5
11. Timber Decay	7
12. Concrete Cracking	7
13. Collision Damage	7P
14. Deflection under Load	7P
15. Alignment of Members	7
16. Vibrations under Load	7
INSPECTOR'S CONDITION RATING (59)	5
CULVERTS & RETAIN. WALLS (62)	/
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface	7P
2 Deck - Structural Condition	7
3. Curbs	8
4. Median	/
5. Sidewalks	7
6. Parapet	/
7. Railing	7
8. Paint	7
9. Drains	8
10. Lighting Standards	/
11. Utilities	7
12. Joint Leakage	7P
13. Expansion Joints or Devices	7P
14. Record Elevations.	
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	7P
APPROACH ALIGNMENT (65)	
1. Alignment narrow	5
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	8
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	5
RATED LOADING (66)	/
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	/

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

59-1) North end roller type bearings are completely rusted solid with no possibility of normal movement.
59-2) Timber stringers are saturated but no serious decay
59-3&4) Steel stringers and longitudinal floor beams show medium rust, esp. along lower flanges - up to 30% section
59-5) See 2ND Page

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIR COMPLET
Due to seriousness of conditions of truss, narrowness and other substandard features this bridge should be immediately replaced and list No. 1 on our list of perilous bridges.				
	Replace		$500,000	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, [illegible] preservative treatments, repairs to roadway surfaces, repairs and renewals to timber

21-1456

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis

DATE May 13, 1975

TO C. O. Fredrickson, REGIONAL ENGINEER

Howard C. Johnson

FROM Howard C. Johnson, DISTRICT ENGINEER

SUBJECT Yachats River Bridge
Oregon Coast Highway

As requested we have checked into costs involved to repair the deteriorated lacing and rivets on the Yachats Bridge. Our estimate of costs is as follows:

Materials	$ 2,000.00
Labor & Equipment Rental	9,000.00
Total	$ 11,000.00

In addition to the lacing deterioration, we have overhead high load damage that should be repaired (estimate for this would be $2,000.00) and sidewalk support failure at S.W. corner abutment especially that should be repaired (estimate $1,000.00 to $3,000.00 depending on degree of repair.) Grand total costs - $15,000.00.

We may find considerably more problems when we attempt to replace lacing. Our estimate above is the minimum amount to take care of this one item. If a new bridge is in the far off future, painting of all the steel components should be done.

HCJ js

cc - Phil Dammer

FORM 81-734-3030

FILE: 21-1456

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 10, 1975

ORIGINAL SIGNED BY
T. W. LITCHFIELD

FROM: T. W. Litchfield
REGION 2 OPERATIONS ENGINEER

SUBJECT: Yachats River Bridge
Oregon Coast Highway
Lincoln County

TO: D. H. Moehring
MAINTENANCE ENGINEER

ATTENTION: John H. Wood
SIGN AND BRIDGE ENGINEER

Attached you will find a letter dated May 13, 1975, from our District Engineer, Howard C. Johnson, and the Bridge Inspection Report dated May 12, 1975, describing the condition of the Yachats River Bridge.

You will note that Mr. Johnson indicates it will cost at least $15,000 to repair this structure, and that the cost could run much higher after repair begins and the true extent of deterioration is known.

We recommend that if replacement of this structure cannot be contracted in the immediate future, complete repair and painting of this bridge be accomplished prior to the on-set of the coming winter. I solicit your immediate attention to this matter and advise on which course of action should be taken.

TWL/clk
cc: H. S. Coulter w/attach.
W. J. Hart w/attach.
H. C. Johnson

RECEIVED
JUN 11 1975
BRIDGE DIVISION

NOTED
R. W. ELLISON

longitudinal floor beams show up to 30 percent section loss from rusting in some areas, 100 percent loss of individual lacing pieces on end posts and vertical posts from corrosion, webs of north end posts nearly rusted through, heavy rusting on vertical and diagonal members, many rivet heads lost from rusting and damage to members by truck traffic. The concrete deck shows heavy wear with rebar exposed in several areas. This is a narrow 20-foot wide structure on poor alignment. The inspection report states, "Due to seriousness of conditions of truss, narrowness and other substandard features, this bridge should be immediately replaced." (See attached.) If we are unable to obtain SBR funds for replacement, an expenditure of approximately $35,000 in maintenance funds will be required for repair and painting. The timber caps, stringers and deck on the approach spans were replaced in 1956 and will need replacement again soon.

Although Bear Creek Bridge has a sufficiency rating of 36.3, it is on the FASC system and is thus a county project. There has been a problem with match money financing but we believe this has been solved and that the project can proceed.

Your approval of these structures for Special Bridge Replacement Funding is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

cc L. W. Rulien/w/ attach.
V. E. Skoog /w/ attach.
Walter J. Hart /w/ attach.

15

~~PLA 14-1~~

June 16, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Dear Mr. Schell:

SBR Funds
Structure Eligibility

We request that the following structure projects be made eligible for financing with Special Bridge Replacement Funds:

Project	Est. Total Cost	Federal Funds
Chehalem Creek Bridge	$2,650,000	$1,987,000
Yachats River Bridge	600,000	450,000
Bear Creek Bridge (Wallowa Co.)	150,000	112,500

Chehalem Creek Bridge is a wooden, two-lane, trestle type composite structure in an urban area with an increasing traffic count. The condition of the bridge is poor and requires constant maintenance. Replacement with a four-lane structure will serve the dual purpose of replacing an aging and curved bridge with a new, safer structure plus eliminating the only two-lane bottleneck on the Pacific Highway West between Portland and Dundee. Replacement of this structure is of prime concern and we are presently advertising a construction project to accomplish this. The condition of the structure is such that if we are unable to obtain SBR funds for this work, we will be forced to use other funding.

A recent bridge inspection report for the Yachats River Bridge indicates that the roller bearings are completely rusted solid, the steel stringers and

June 17, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following jointly funded Special Bridge Replacement-Rural Primary project.

Item No.	Project No.	Section Name & PNRS No.
55	BRF-RF-144(15)	Yachats River Bridge
56	RF-BRF-144(15)	#7502-2-490

JG:bz
Enclosure

cc: D. E. Swan
J. L. Gaither

YACHATS RIVER BRIDGE SECTION

Project No. RF-BRF-144(15)

Remarks, continued.

NOTE: This project is jointly financed using Special Bridge Replacement funds and Rural Secondary funds. The bridge and related work will be financed with Special Bridge Replacement funds and the roadwork will be financed with Rural Secondary funds.

Project Data: The work consists of grade, drain and high-type pave two 12-foot travel lanes with 8-foot shoulders and a 9-foot walk/bikeway on westerly side. Construct over Yachats River one prestressed concrete bulb "T" beam bridge (Br. No. 1173D) 224 feet long having a horizontal clearance of 41 feet with an 8-foot walk/bikeway on the westerly side.

Data for PR-37:

Roadway (6201) - - - - - - - - -	$ 230,000
Bridge (X081) - - - - - - - - -	$ 535,000

NOTE:

1. On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
2. The project is in Congressional District No. 1.

Budget Bureau No. 41-R2067, Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

6-17-75

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Yachats River (Yachats)		3,000	5,400	95	10	Oregon	41	075	56

ypewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
e Bridge								RF-BRF-	144	(15)	

al Primary

COUNTY NAME: Lincoln CODE 041

- - -

ROUTE NO. P FEDERAL-AID 2 STATE 9 U.S. 101

PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	US 101, Yachats River (Yachats)						Gr., dr., H.T. pave 2-12' lanes with 8' shldrs. & a 9' bikeway on west side. Const. one bridge (L224').
	"Yachats River Bridge Section"	(0.21) 0.17	(765,000) 230,000	(580,800) 179,800	 50,200		ROW-80' min.; Access Control-none; Parking Restrictions-none.
	PROJECT TOTALS	0.17	230,000	179,800	50,200		

REMARKS

Additional Data: Item No. 54; Project No. RF-144(14)

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2057; A
U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

6-17-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 101, Yachats River (Yachats)	ADT	PRESENT 3,000	FUTURE 5,400	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave & One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-BRF-	NUMBER 144

CARD	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Lincoln				CODE 041
	NAME OF URBAN AREA - - -	ROUTE NO. P	FEDERAL-AID 2	STATE 9	U.S. 101	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 101, Yachats River (Yachats)					
5					**ROW**							
5					**CONST** (CODE) 6201 X081		"Yachats River Bridge Section"	(0.21) 0.17	(765,000) 230,000	(580,800) 179,800	50,200	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.17	230,000	179,800	50,200
1	14	PROGRAM APPROVAL DATES			(16)	(23) (24)	(33)	REMARKS

Additional Data: Item No. 54; Projec

YACHATS RIVER BRIDGE SECTION

Project No. BRF-RF-144(15)

Remarks, continued.

NOTE: This project is jointly financed using Special Bridge Replacement funds and Rural Secondary funds. The bridge and related work will be financed with Special Bridge Replacement funds and the roadwork will be financed with Rural Secondary funds.

Project Data: The work consists of grade, drain and high-type pave two 12-foot travel lanes with 8-foot shoulders and a 9-foot walk/bikeway on westerly side. Construct over Yachats River one prestressed concrete bulb "T" beam bridge (Br. No. 1173D) 224 feet long having a horizontal clearance of 41 feet with an 8-foot walk/bikeway on the westerly side.

Data for PR-37:

Roadway	(6201)	$ 230,000
Bridge	(X081)	$ 535,000

NOTE:

1. On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

2. The project is in Congressional District No. 1.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

6-17-75

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
101, Yachats River (Yachats)		3,000	5,400	95	10	Oregon	41	115	55

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
& One Bridge								BRF-RF	144	(15)	

Special Bridge Replacement

- - -

COUNTY NAME	CODE	PROGRAM STAGE
Lincoln	041	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	2	9	101

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		US 101, Yachats River (Yachats)						Gr., dr., H.T. pave 2-12' lanes with 8' shldrs & a 9' bikeway on west side. Const. one bridge (L 224')
W								
NST (DE)		"Yachats River Bridge Section"	(0.21) 0.04	(765,000) 535,000	(580,800) 401,000	134,000		ROW-80' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.04	535,000	401,000	134,000		

VAL DATES

REMARKS
Additional Data: Item No. 54; Project No. RF-144(14).

-OVER-

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-17-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 101, Yachats River (Yachats)	ADT	PRESENT 3,000	FUTURE 5,400	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave & One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) BRF-RF	NUMBER 144

CARD

CLASS OF FEDERAL FUNDS: Special Bridge Replacement

NAME OF URBAN AREA: - - -

COUNTY NAME: Lincoln

CODE: 041

ROUTE NO. P — FEDERAL-AID: 2 — STATE: 9 — U.S.: 101

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		US 101, Yachats River (Yachats)					
5					**ROW**							
5					**CONST** (CODE) 6201 X081		"Yachats River Bridge Section"	(0.21) 0.04	(765,000) 535,000	(580,800) 401,000	134,000	
							PROJECT TOTALS	0.04	535,000	401,000	134,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 5
RF-144(14).

8-2-3-2

15

June 17, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. BRF-RF-144(15)

We are submitting program data for one jointly financed project as follows:

> Item No. 55: Project No. BRF-RF-144(15), which we desire included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 U.S.C. This project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum.
>
> Item No. 56: Project No. RF-BRF-144(15), which we desire to have included in the Federal-aid Rural Primary Highway Program.

The work under this jointly funded project will be known as "Yachats River Bridge Section" and it is our present intention to receive bids for this project on July 31, 1975.

One copy each of State Clearinghouse and District 7 Clearinghouse A-95 review approval letter, dated March 25, 1975 and March 26, 1975 respectively, were forwarded previously.

JG:bz
Enclosure

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
Rulein
FOR

Info	Inves	R/D	C.R.	Sign	Act	File
		X				

Newberg, Ore.
Aug. 5, 1975

State Highway Commission:

I am writing to you in regards to that narrow obsolite (Model T) Bridge at Yachats.

We had a near tradgety on that bridge last week. We were almost across that bridge in a large Motor-home and a pickup camper started through. The camper forced us over, we barely missed him, and in doing so knocked the big side rear-view mirror off, and bent our rear bumper, side of coach only missed being wiped out by an inch or two.

Knew of other people who have had near escapes through that bridge.

We travel the coast Highway often as husband works in Coos Bay. We are enjoying the widening of the highway and the new bridges.The new four lane bridge just north of Gleneden Beach is lovely.

Do hope the bridge at Yachats can be taken care of very soon.

A Citzen and tax-payer of Oregon.

Mrs. O. W. McCurtain
2952. E. 2nd St. Sp 36
Newberg, Ore. 97132.
(538-5209)

E5H

8-3-21

13

August 14, 1975

Mrs. O. W. McCurtain
2902 East 2nd Street
Space 36
Newberg, Oregon 97132

73-4

Dear Mrs. McCurtain:

Thank you for your letter of August 5 concerning the possible replacement of the Yachats River Bridge.

We are pleased to advise you that replacement of the Yachats River Bridge is on our priority list of replacements. It is not possible for us to schedule a replacement date at this time because adequate funding is not available. We are seeking Special Bridge Replacement funds from the Federal Highway Administration for this project. Competition is keen, however, for this limited fund, and we are unable to forecast a replacement date. You may be assured we will continue to try for this fund and hope it can be made available at an early date.

We appreciate your concern and for taking the time to write.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

GNH:ljt js

bc: F. B. Klaboe
L. W. Rulien

the timber at critical locations initially after 20 years (and every 10 years thereafter) to determine good wood. We could not find evidence of recent drilling on the wood approach spans for the subject structure. Has this been done?

The above items were found during our combined review and it would appear desirable to make a more complete inspection of all members showing rust or deterioration and use the net available sections for load ratings. It is entirely possible that you may have to "post" this structure before sufficient repairs can be made.

GL Green
G. L. Green

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041BR/407.3

SUBJECT: Yachats River Inventory and Bridge Replacement Program

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. E. S. Coulter, Assistant State Highway Engineer

On August 26 Mr. Steinbrugge from our Regional Bridge office and Mr. Schell reviewed the Yachats River Bridge with your people in an attempt to evaluate your maintenance inspection for bridges. The procedure you have set up appears to be effective in designating deficient bridges.

There are, however, areas of concern. Administratively these might be given some additional thought.

1. In order to show a more accurate condition-picture of the structural member detailed inspection is needed with sophisticated equipment.
2. Where imminent replacement is contemplated due to age or physical defects, in-depth inspection warrants qualified people to determine net section of major deficient members.
3. Results from the two above items should be used in load rating a structure.

On steel structures where blistering due to rust is occurring micrometer measurements or ultrasonic scanning would certainly be desirable to determine the amount of steel section available. Some of these measurements were made on the Yachats River Bridge during this inspection. Small portions of the two north built-up end posts were found to be rusted clear through and one vertical post section mid-span was found to have a crack that might influence the design load capacity of the structure. On timber sections your field inspectors drill

RECEIVED
SEP 3 1975
Office of
Assistant State Highway Engineer

Please

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
Butler
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
			X		X	

8432 13

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

• SALEM, OREGON • 97310

bc E. S. Hunter
D. H. Moehring
W. J. Hart
C. O. Fredrickson

September 10, 1975

G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Subject: Yachats River Bridge
Your reference 1041 BR/407.3, 8/29/75

Dear Mr. Green:

The Federal Highway Administration - Oregon State Highway Division joint inspection of this structure revealed a state of deterioration in the through truss span that resulted from reduced maintenance activities. The Oregon State Highway Division has been monitoring this deterioration while trying to obtain replacement funds.

Since replacement funds do not seem to be available, we are proceeding with collision damage repair. We are also posting the structure as "One Way Traffic for Trucks and Busses" to compensate for some section loss due to rust and ease the flow of traffic through the narrow roadway.

The data collected with the ultrasonic and micrometer measurements was submitted to Bridge Design Section for stress analysis and new load ratings have been recorded on the bridge inventory.

The timber approaches have been inspected regularly and show no apparent sign of distress or change in condition. Drilling timber bridges on a fixed schedule may be desirable, but often not obtainable. Drilling will be scheduled in accordance with maintenance priorities.

Very truly yours,

H. S. Coulter
for Asst. State Highway Engineer

JW:js

YACHATS RIVER BRIDGE

Steps required to advance project to contract:

1. Send construction program request to Federal Highway Administration. Does not obligate funds until they are available. Requires the following:
   (a) Project assessment -- has been completed.

   (b) A-95 -- has been completed.

   (c) Cost estimate (by Bridge).

   (d) Description of work (by Bridge).

   (e) Request for programming based on future allocation of funds. (This will allow funding with Special Bridge Replacement or other funds as available.) (By Project Management when (a) through (d) completed.)

2. Determine eligibility for Special Bridge Replacement funds (by Maintenance).

   SI&A sheet, et cetera, have been sent to FHWA by Maintenance.

3. Completion of the two above items will allow obligation of SBR funds when they become available.

   Completion of Item 1 only will allow obligation of other funding.

4. Complete plans and specifications -- ready for PS&E. (Work by Bridge completed -- Specifications may have typing, et cetera, to complete.)

5. Request PS&E (by Project Management).
   (a) Must be done prior to June 30, 1976 if additional SBR funds become available.

   (b) Must be done prior to advertising if other funding used.

   (c) Coast Guard permit has been obtained.

RWE:dh ja

8432

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE February 3, 1976

TO
L. W. Rulien
Gary Potter
J. H. Versteeg
Walter J. Hart
D. H. Moehring

FROM
E. S. Hunter
Deputy State Highway Engineer

SUBJECT Special Bridge Replacement Fund Projects

There is indication that additional Special Bridge Replacement funds may become available from the Federal Highway Administration about the end of February. In order to participate in this release of funds, a program request, based on future allocations of funds, should be sent to the Federal Highway Administration as soon as possible. The projects must also be brought to PS&E stage by June 30, 1976 to be eligible for these funds.

The Yachats River Bridge, Alsea Bay Bridge reconstruction, and Snake River Bridge replacement at Ontario are being considered for funding with the additional Special Bridge Replacement funds if and when they become available.

Attached are outlines of most steps necessary to accomplish this. Each Section should complete its responsibilities in a timely manner, and as rapidly as possible, in order that we may be ready to go if additional Special Bridge Replacement funds are released.

Attachments

cc F. B. Klaboe
R. L. Schroeder (enc.)
H. S. Coulter "

RWE:dh/ESH:ja

8432 13

1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 27, 1976

NOTED
E. S. HUNTER

District Engineer
Corps of Engineers
U. S. Army
Portland District
P.O. Box 2946
Portland, OR 97208

Att: A. J. Heineman, Chief
Navigation Division

Ref: PN 071-OYA-1-002074 (Yachats River - Dredging and Filling)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 1948 to be issued by the Division of State Lands.

The Department of Environmental Quality has certified there is reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:kp

Att.

cc: Oregon Department of Transportation
Division of State Lands
Department of Environmental Quality
Department of Fish & Wildlife
U.S. Fish & Wildlife Service

RECEIVED
STATE HWY ENGR
APR 29 '76
REFER TO
FOR
Info Imm R/D D/R Sign Act File

Cy Hart
Penpin
4 28 76

ESH

COPY

11. Date activity is proposed to commence. June 1976

Date activity is expected to be completed. June 1979

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed ____________. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
U. S. Coast Guard	Construction	63-75	3-19-75	6-30-75
Division of State Lands	Removal/Fill	1948	3-14-75	5-1-75

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

ES Hunter
Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number 378-6516 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

E. S. Hunter
Deputy State Highway Engineer
State Highway Building
Salem OR 97310

Telephone Number 378-6516

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

Yachats River Bridge, Oregon Coast Highway - Replacement of existing highway structure. Construction will require 430 cu. yds. of excavation in streambed in order to construct the support footings. 450 cu. yds. of riprap will be required to protect the slope under the north end of the structure.

7. Proposed use. Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Henry F. & Helen M. Baldwin, c/o Mary E. Larson
Clyde H. & M. E. Monahan, c/o Bill & Mary Combs
Oregon State Parks Branch

9. Location where proposed activity exists or will occur.

Sec. 26 Twp 14S Rge 12W (Where applicable)

Oregon	Lincoln	Yachats	
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Yachats River

ENG FORM 1 APR 74 4345 REPLACES ENG FORMS 4345 AND 4345-1 (PART A), MAY 71 AND 4345-1 (PART B), JUN 71, WHICH ARE OBSOLETE. (ER 1145-2-303) (EP 1145-2-1)

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 18, 1976

District Engineer
Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Attention Mr. John K. Payne

Dear Sir:

Yachats River Bridge
Oregon Coast Highway
Lincoln County

We are applying for a permit to excavate in the streambed for work included in the subject project. Details of the work are shown on the drawings which accompany the enclosed permit application. The watercourse involved is the Yachats River.

We are enclosing for your information copies of our request for a permit from the Coast Guard, the Coast Guard's public notice and the Coast Guard permit.

It is anticipated that bids will be received in June 1976. We are required to advertise for bids 30 days before the bid opening. Your earliest decision would be appreciated.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

NOTED
W. N. HACKLEMAN

Enc.
bc: F. B. Klaboe
Frank E. Terpin (w/att.) (application)
D. E. Keyes (w/att.)
H. J. Versteeg

RECEIVED
FEB 19 1976
LOCATION
SECTION

NOTED
W. H. TEBEAU

DEK:mc dpy

Form 81-734-3123

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:
NPPND-RF

Oregon Department of Transportation, Highway Division
State Highway Building,
Salem, Oregon 97310

RE: 071-OYA-1-002074

Gentlemen:

Inclosed are two unsigned copies of your requested permit.

In order to make this permit valid, please read the conditions of the permit carefully, sigh both copies, and return both copies in the inclosed, self-addressed, franked envelope.

Your copy of the fully executed permit will then be returned to you.

You are cautioned, however, not to begin work under the terms of this permit until you receive the fully executed document, as such action would be in violation of Federal law.

Sincerely,

F R Brockschink
F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

Incls.
a/s

RECEIVED
MAY 20 1976
BRIDGE SECTION

RECEIVED
STATE HWY ENGR

MAY 20 '76

REFER TO
Hart

FOR

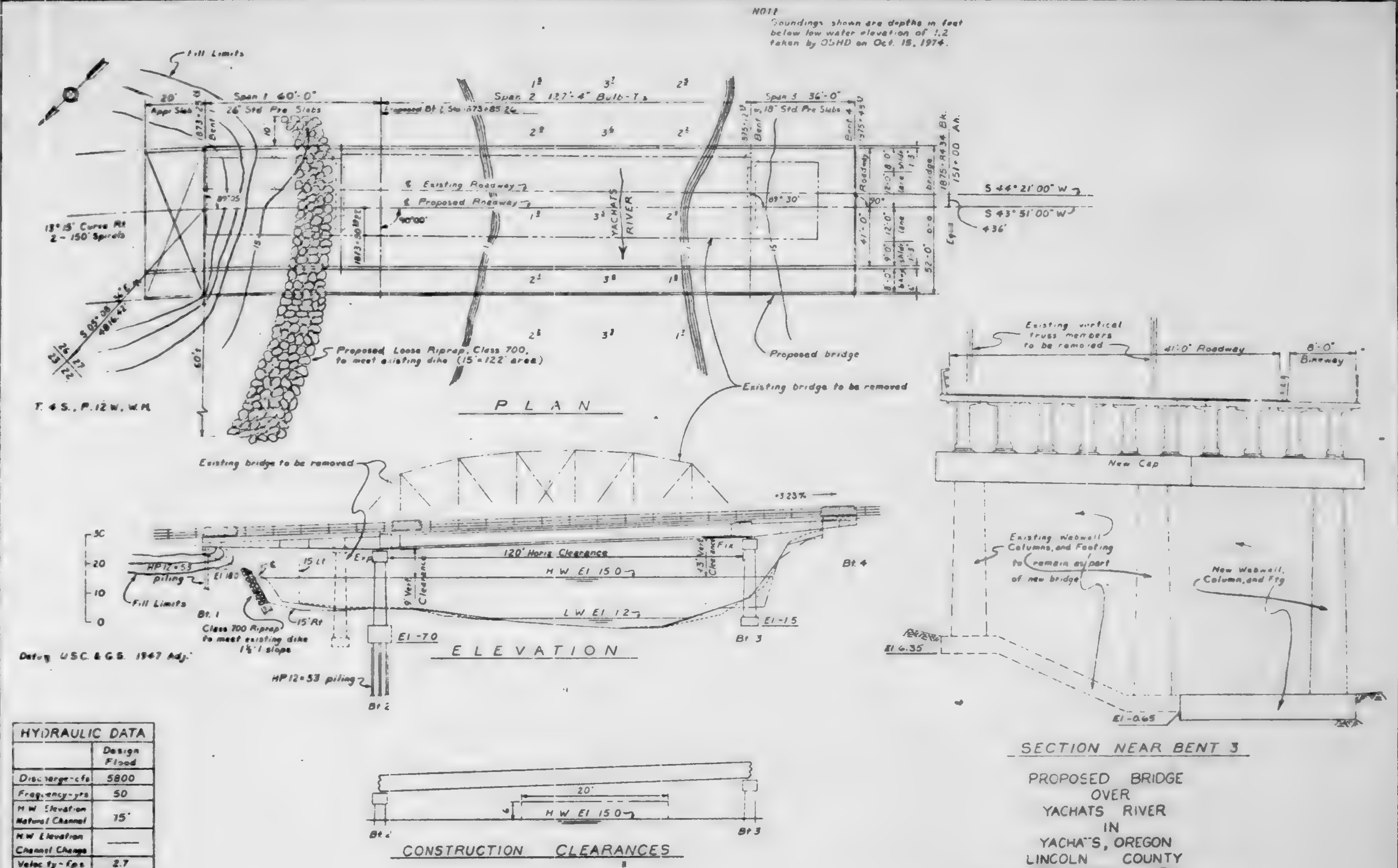
Info	Inves	R/D	D/R	Sign	Act	File

OK?

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

HOLD
W. J. HART

002074(Yachats River-Dredging and Filling)

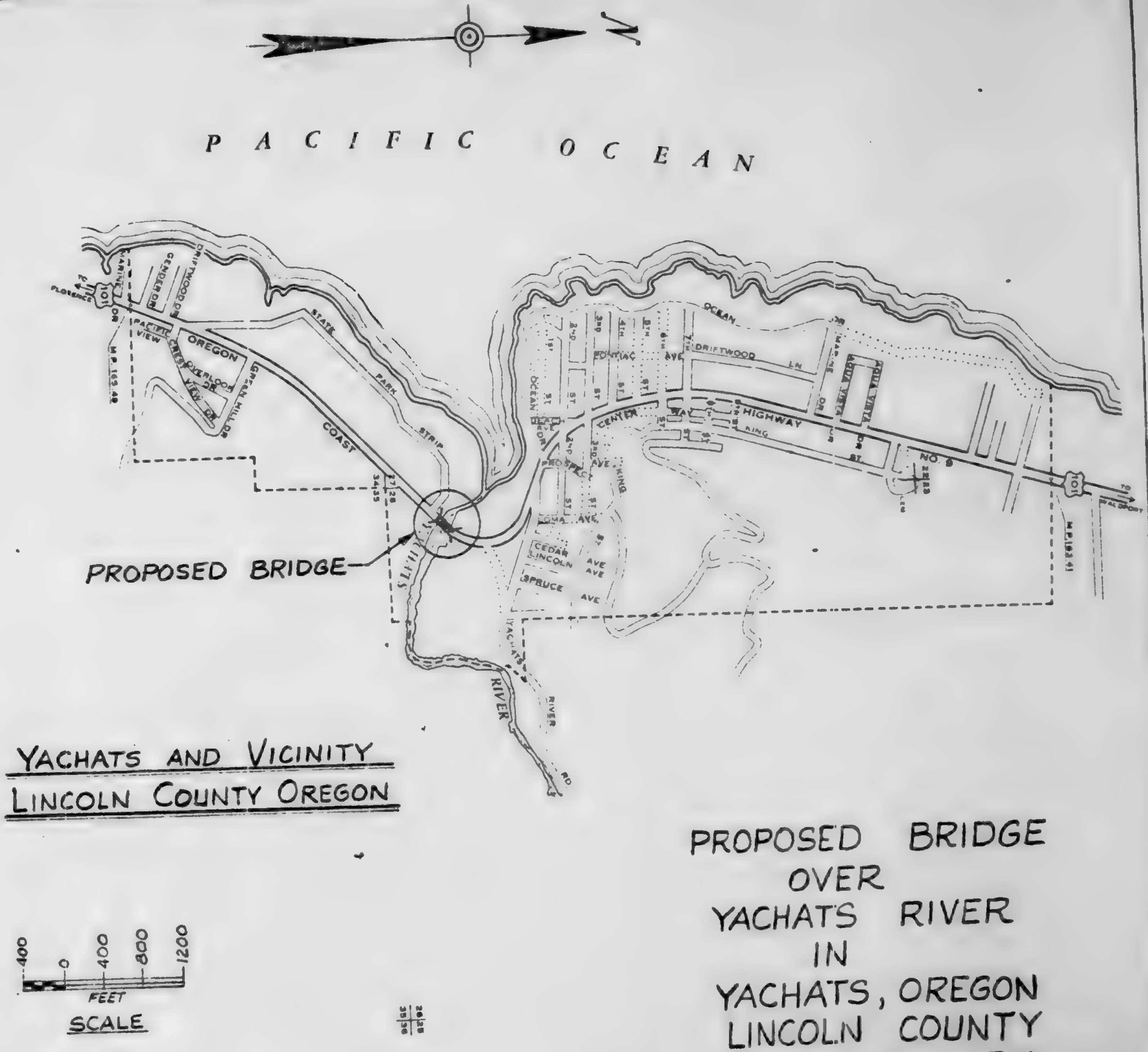

NOTE
Soundings shown are depths in feet below low water elevation of 1.2 taken by OSHD on Oct. 15, 1974.
Fill Limits
20'
Appr Slab
1873+25
Bent 1
Span 1 60'-0"
26" Std Pre Slabs
Span 2 127'-4" Bulb-Ts
Proposed Bt 2 Sta 1873+85.26
Span 3 36'-0"
w/ 18" Std Pre Slabs
1875+12
Bent 3
Bent 4
1875+49
10
89°35'
℄ Existing Roadway
℄ Proposed Roadway
90°00'
1873+90
YACHATS RIVER
89°30'
90°
Roadway
41'-0"
12'-0"
8'-0"
9'-0"
lane
shldr
bikeway
1'-3"
1'-5"
bridge
52'-0"
1875+R434 Bk.
151+00 Ah.
S 44°21'00" W
S 43°51'00" W
+36'
Eq.
13°15' Curve Rt
2 - 150' Spirals
S 05°08' W E.R.
4816.42
26 27
23 22
15
60'±
T. 4 S., R. 12 W., W.M.
Proposed Loose Riprap, Class 700, to meet existing dike (15'×122' area)
Proposed bridge
Existing bridge to be removed
PLAN
Existing bridge to be removed
+3.23%
30
20
10
0
HP 12×53 piling
Fill Limits
El 18.0
Bt. 1
Class 700 Riprap to meet existing dike 1½:1 slope
15' Lt
15' Rt
Exp
9' Vert. Clearance
120' Horiz Clearance
13' Vert. Clearance
Fix
H W El 15.0
L W El 1.2
El -7.0
El -1.5
HP 12×53 piling
Bt 2
Bt 3
Bt. 4
Datum USC & GS 1947 Adj.
ELEVATION
20'
H W El 15.0
Bt 2
Bt 3
CONSTRUCTION CLEARANCES
Existing vertical truss members to be removed
41'-0" Roadway
8'-0" Bikeway
New Cap
Existing Webwall Columns, and Footing to remain as part of new bridge
New Webwall, Column, and Ftg
El 6.35
El -0.65
SECTION NEAR BENT 3

HYDRAULIC DATA	
	Design Flood
Discharge-cfs	5800
Frequency-yrs	50
H.W. Elevation Natural Channel	15'
H.W. Elevation Channel Change	——
Velocity-fps	2.7

Note: Max Flood Data Not Available

PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb. 18, 1975 Sheet 3 of 3

002074 (Yachats River-Dredging and Filling)

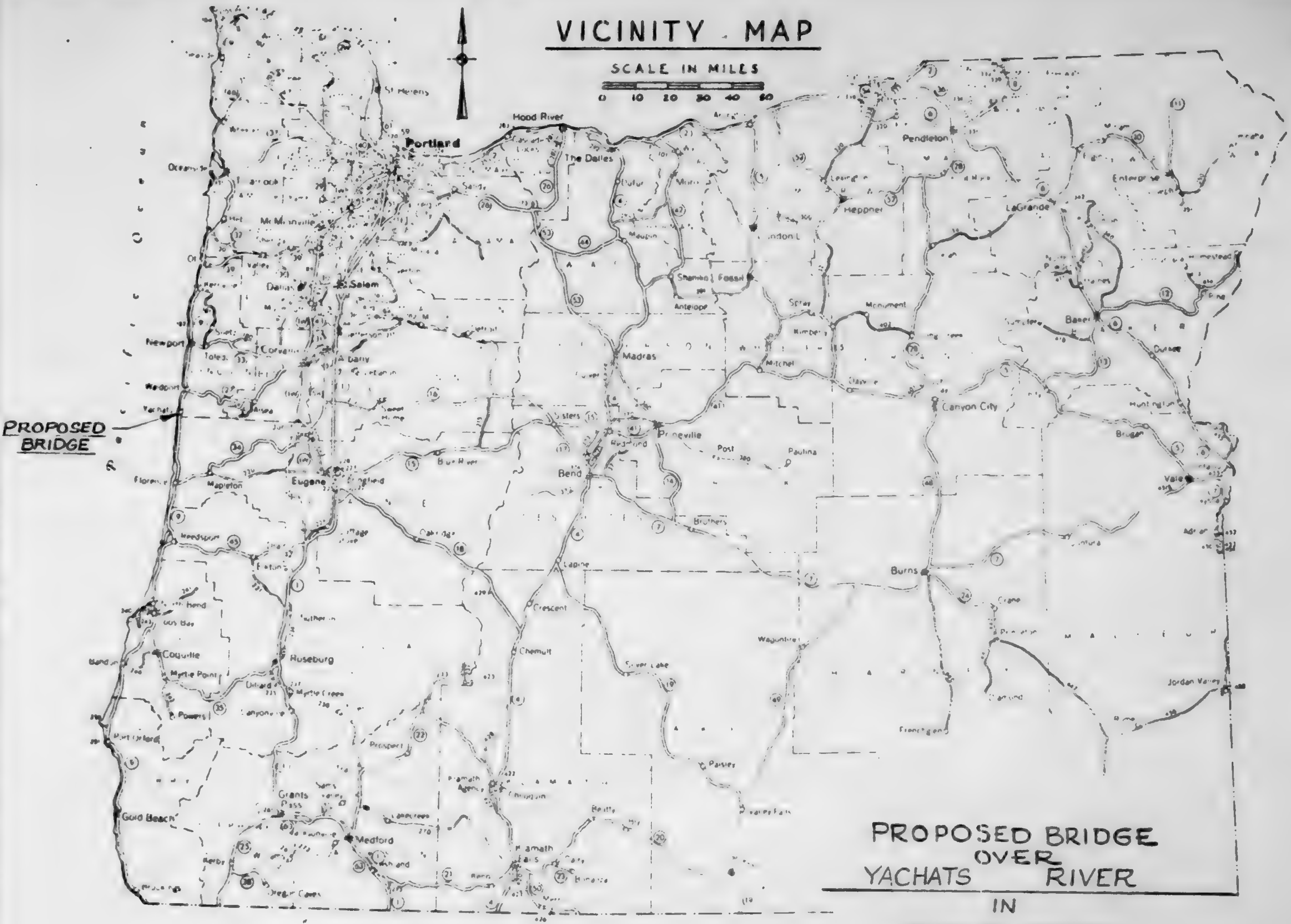

N
PACIFIC OCEAN
PROPOSED BRIDGE
TO FLORENCE
101
MARINE DR
GENDER DR
DRIFTWOOD DR
PACIFIC VIEW
CREST VIEW DR
OVERLOOK DR
OREGON
GREEN HILL DR
M.P. 163.48
STATE PARK STRIP
COAST
27 26
34 35
YACHATS
RIVER
YACHATS RIVER RD
OCEAN
1ST
2ND
3RD
4TH
5TH
6TH
7TH
ST
PONTIAC AVE
DRIFTWOOD LN
MARINE DR
AQUA VISTA
AQUA VISTA
OCEAN VIEW DR
BEACH AVE
CENTER WAY
HIGHWAY NO. 9
KING ST
2ND AVE
PROSPECT AVE
KING
LOMA AVE
CEDAR AVE
LINCOLN AVE
SPRUCE AVE
22 23
101
TO WALDPORT
M.P. 163.41
26 25
35 36
400 0 400 800 1200
FEET
SCALE

YACHATS AND VICINITY
LINCOLN COUNTY OREGON

PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb. 18, 1975 Sheet 2 of 3

002074(Yachats River-Dredging and Filling)

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 60
PROPOSED BRIDGE
Portland
St Helens
Hood River
The Dalles
Pendleton
Heppner
LaGrande
Enterprise
Baker
Salem
Dallas
McMinnville
Newport
Toledo
Waldport
Yachats
Corvallis
Albany
Eugene
Springfield
Florence
Mapleton
Reedsport
Coos Bay
North Bend
Coquille
Myrtle Point
Bandon
Powers
Port Orford
Gold Beach
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Madras
Prineville
Redmond
Bend
Sisters
Crescent
Chemult
Burns
Vale
Canyon City
Shaniko
Fossil
Antelope
Monument
Mitchell
Post
Paulina
Brothers
Silver Lake
Paisley
Lakeview
Jordan Valley
Huntington
Condon
Moro
Dufur
Maupin
Spray
Blue River
Oakridge
Prospect
Crane
Wagontire
Frenchglen

PROPOSED BRIDGE
OVER
YACHATS RIVER
IN
YACHATS, OREGON
LINCOLN COUNTY
APPLICATION BY
OREGON TRANSPORTATION COMMISSION
Feb. 18, 1975 SHEET 1 OF 3

~~**MAINTENANCE DREDGING:** (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. **Special Conditions** (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

bb. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 1948.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

E.S. Hunter
PERMITTEE

5-24-76
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

27 May 1976
DATE

By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of May, 1977, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of May, 1979, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

Application No. 071-OYA-2-002074

Name of Applicant Oregon Department of Transportation
Highway Division

Effective Date 27 May 1976

Expiration Date (If applicable) 31 May 1979

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 18 February 1976 for a permit to:

(XX) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to perform work in connection with and for the purpose of construction of a U.S. Highway 101 bridge authorized by the U.S. Coast Guard. The work is to consist of sidecasting approx. 430 c.y. of material excavated to allow construction of webwall, columns, and support footing. The material will be replaced around the pier upon completion. The material not used as backfill will be placed shoreward of the high water bankline. Approx. 450 c.y. of class 700 riprap will be placed along 122 linear feet of bankline to meet an existing embankment and provide erosion protection for the slope under the North end of the bridge.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

in Yachats River mile 0.5

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

at Yachats, Oregon

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks);

Marked 002074 (Yachats River-Dredging and Filling)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 May 19 76

A PERMIT TO perform work in connection with and for the purpose of construction of a U.S. Hwy 101 bridge authorized by the U.S. Coast Guard. The work is to consist of sidecasting approx. 430 c.y. of material excavated to allow construction of webwall, columns, and support footings.

AT Yachats, Oregon

HAS BEEN ISSUED TO Oregon Dept. of Transportation **ON** 27 May 19 76
Highway Division

ADDRESS OF PERMITTEE
State Highway Building
Salem, Oregon 97310

PERMIT NUMBER
002074 (Yachats River-Dredging, Filling)

for the District Engineer
A. J. HEINEMAN

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

NOTICE

NECESSITY FOR COMPLIANCE

The attached permit describes the location of the work and the allowable maximums that may be constructed or maintained. Expansion or relocation of the permitted work without the written consent of the Department of the Army may result in cancellation of the permit or a demand to reconstruct or remove the work in its entirety.

If you have any questions concerning this notice, you may call collect from any place in the Portland District ---- (503) 777-1602.

5-28-76

Orig [illegible] + [illegible] sticker Gen. Files
Cy Permit & sticker to: [illegible]
[illegible] [illegible]
[illegible]

Orig & sticker + Cy Permit to
[illegible] — [illegible]
mailing of sticker to Res Engr.
w/ [illegible] Cy of [illegible] when
[illegible]

RECEIVED
STATE HWY ENGR
MAY 28 '76
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | Act | File

RECEIVED
MAY 28 1976
DOT Operations

[illegible]
E. S. HUNTER

YACHATS RIVER BRIDGE SECTION

PROJECT NO. RF-114(15)

REMARKS-continued.

Project Data: The work consists of grade, drain and hightype pave two 12-foot travel lanes with 8-foot shoulders and a 9-foot walk/bikeway orwesterly side. Construct over Yachats River oneprestressed concrete bulb "T" beam bridge (Br. No. 1173D) 224 feet long having a horizontal clearance of 41 feet with an 8-foot walk/bikeway on the westerly side.

Data for PR-37:

Roadway (6201) - - - - - - - - - - - - $ 93,000
Bridge (X081) - - - - - - - - - - - - $536,000
Utility (Y060) - - - - - - - - - - - - $ 1,000

NOTE:

1. On-the-job trainees, as set forth in the FHWA order interim 7-2(2), on this project will be determined as PS & E stage and the number stipulated in the PS & E documents.

2. The project is in Congressional Dist. No. 1.

FORM PR-1
(REV. 4-61)

Rev. 7-15-76
6-17-75

FEDERAL - AID PROGRAM DATA

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
01, Yachats River (Yachats)		3,000	5,400	96	10	Oregon	41	075	56

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ne Bridge								RF-	114	(15)		

Rural Primary

COUNTY NAME	CODE	PROGRAM STAGE
Lincoln	041	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	2	9	101

ESTIMATED PROJECT COST BY PHASES

TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST		"Yachats River Bridge Section"	0.21	630,000	540,100	89,900		ROW-80' min.; Access Control-none; Parking Restrictions-none. Utility Adj. required
JLG	PROJECT TOTALS		0.21	630,000	540,100	89,900		

AL DATES

REMARKS

Additional Data: Item No. 54; Project No. RF-144(15)

-OVER-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	Rev. 7-15-76 6-17-75

FEDERAL - AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 101, Yachats River (Yachats) 21 65	ADT	PRESENT 3,000	FUTURE 5,400 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, HT Pave & One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 114

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Lincoln				CODE 047 (14)
	NAME OF URBAN AREA 17-51 ---	ROUTE NO. P	FEDERAL-AID 2 (32)	STATE 9 (36)	U.S. 101 (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201 X081 Y060		"Yachats River Bridge Section"	0.21	630,000	540,100	89,900	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.21	630,000	540,100	89,900	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No. 54; Pr

PRO 6-2

July 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

J L Gaither

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. RF-144(15)
Lincoln County

We are submitting revised program data for one project, Item No. 56, Project No. RF-144(15), "Yachats River Bridge Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on August 26,1976.

One copy each of State Clearinghouse and District 4 Clearinghouse A-95 review approval letter, dated March 25, 1975 and March 26, 1975 respectively, were forwarded previously.

Also, we withdraw our request for Item No. 55, Project No. BRF-RF-144(15), and ask that you return the program documents.

JLG:re

Encl.

cc: C. O. Fredrickson (Region 2)

-144(15)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
Yachats River Bridge

FROM:
G. L. Green
Division Administrator

PROGRAM NO.
9

ITEM NO.
RF-56

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
7-22-76

FEDERAL ROUTE NUMBER
Primary Route 2

STATE ROUTE NUMBER
Primary Route 9

GENERAL LOCATION:
U.S. 101 - Yachats River

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, structure and utility adjustments.
(Code: 6201, X081, Y060 Miles 0.21)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Approval
(TEC 630,000 FF 540,100)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-15-76 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-22-76		For Division Administrator

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-[illegible]

8432

9

ALL CLEAR 7/28/76

Donald L. Rout

ENVIRONMENTAL REVIEW

Section Yachats River Bridge
Highway Oregon Coast
County Lincoln Region
Type of Work Structure
Funds FA

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☑
ENVIRONMENTAL IMPACT STATEMENT ☐

Significant requirements are contained in the job specifications.

DIVISION OF STATE LANDS: Yes - Special requirements are in the job specifications

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: Yes - Permit rec'd - work performed to be regulated by DSL permit.

DEPT. OF ENVIRONMENTAL QUALITY: Noise - O.K.

OTHER: ARCHAEOLOGICAL PERMIT: No permit req'd

Section 2, subsection 2(c), which states "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails." Nine-foot shoulders will be provided on north side and 4-foot shoulders will be provided on south side.

12. SE Division Street at SE 112th Avenue
(Greater Portland)
Multnomah County

Traffic Signals

Same as No. 3.

13. Decker Road-Jackknife Creek
FAS B447 (East Kent Road)
Sherman County

Grading and Oiling

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails. Ten-foot lanes with 2-foot shoulders will be provided.

14. Emigrant Springs State Park
Umatilla County

Utility Building

Same as No. 3.

15. Wallowa Lake State Park
Wallowa County

Toilet Building

Same as No. 3.

LD:jp

cc Robert Burco
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
D.N. Harwell

7. Clem Road-Speece
John Day Highway
Gilliam County

Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use." Four-foot shoulders will be provided.

8. Eagle Creek-Klamath County Line
Willamette Highway
Lane County

Paving

Same as No. 7.

9. Willamette River (Springfield) Bridge
McKenzie Highway
Lane County

Bridge Repair and Painting

Same as No. 3.

10. Yachats River Bridge
Oregon Coast Highway
Lincoln County

Grading, Paving and Structure

Nine-foot-wide Class II bikeway will be provided.

11. Burkhart Creek-Scravel Hill Road
(Knox Butte Road, Albany)
Linn County

Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366,

4. Stump removal project on various
   Columbia County Roads

   Clearing

   Same as No. 3.

5. Thomas Creek-Brookings
   Oregon Coast Highway
   Curry County

   Grading and Paving

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Seven-foot shoulders will be provided with regular lanes; 3-foot shoulders will be provided with climbing lanes.

6. Dillard Interchange-Myrtle Creek
   Pacific Highway
   Douglas County

   Paving, Barriers and Signing

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use." Ten-foot shoulders are available throughout the section.

8-23-76

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 17, 1976

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 26 Bid Letting

TO: FILES

This is an informational report to document action taken by the Highway Division concerning footpaths and bicycle trails on highway projects as set forth in ORS 366.514. Bids will be opened August 26 on the following projects:

1. 1st, 2nd, 3rd and Vine Streets (Richland)
   Baker County

   Grading and Paving

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails." Sidewalks exist.

2. SE Bell Avenue-SE 82nd Avenue (King Road)
   Section of FAU 9714 one mile east of Milwaukie
   Clackamas County

   Paving

   Paving overlay only. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. 10th Street at Pacific Hwy East and Main Street in Oregon City
   Clackamas County

   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8432

R 44(15)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
Yachats River Br.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
RF-56

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8-4-76	8-4-76	Primary Route 2 Primary Route 9

GENERAL LOCATION:
US-101 - Yachats River

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and structure (code 6201, X081, Y060 miles 0.26)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Permanent Pavement striping (SF) $1500.
Stage Const striping(SF) $1000.
Temporary Erosion Control (EW) $2000.
On the Job training (EW) $800.

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-22-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimated.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $659,434. - Federal funds $565,423.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-76	D.K. Hossner for	Division Administrator

FORM PR-1240
(REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-565

8431)

15

[illegible]

August 27, 1976

TO G. L. Gruen, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RF-144(16)
Lincoln County

We hereby request your approval of a minor program change to Item No. RF-26, Project No. RF-144(16), "Yachats River Bridge Section", as indicated below because of over obligation of Federal Aid Rural Primary funds.

(1) Appropriation Code: Change to 012.

(2) Class of Federal Funds: Change to Consolidated Primary.

(3) Project No.: Change to F-144(16).

(4) Estimated Project Cost by Phases: To reflect the PS&E estimate increase the total estimated cost to $642,636 resulting in obligation of $555,391 in Federal funds.

JLG:ve

cc: D. E. Dunn

8432

LETTER OF APPROVAL AND/OR AUTHORIZATION

* F-144(15)

STATE PROJECT NO.
Yachats River Bridge

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
F-56

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 10 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sgn	Att	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	8-27-76	Primary Route 2 Primary Route 9

GENERAL LOCATION:
US 101 - Yachats River

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 8-27-76 letter, I approve the program change as follows:

1. Appropriation Code: Change to 010.
2. Class of Federal Funds: Change to Consolidated Primary.
3. * Project No.: Change to F-144(15)
4. Estimated Project Cost by phases: To reflect the PS&E estimate increase the total estimated cost to $659,434 resulting in obligation of $565,398 in Federal funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-76	G. K. Hosmer for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#[illegible]

PRO 6-2

December 20, 1976

TO V. E. Skoog
Controller-Finance

NAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Preliminary Engineering Projects
Final Voucher Submission

On the following listed preliminary engineering projects, contracts have been awarded for the construction of the projects, therefore, would you please take the necessary action for submission of final vouchers on these projects.

RF-144(14)	Yachats River Bridge Section
M-1560(1)	25th St.-Airport Rd. (Salem) Section
M-1555(1)	Mission St. S.E.-Bellevue St. S.E. (Salem) Section

CL:re

cc: G. Greg (FHWA)

Findings and Recommendations:

The project was set up on a 650 calendar day basis with an added stipulation that one way traffic would not be permitted between June 1 and Sept. 7. Therefore, scheduling of the work was critical. With the good weather conditions which have occurred all fall and winter, the contractor has been able to continue all the clearing, grading and substructure work which usually cannot be performed at this time. The staging of one way traffic should be ready for implementation starting next week, Feb. 7. The contractor plans to have the structure work completed for two way traffic by June 1. If he can meet this schedule he should have the entire project completed this summer.

The contractor plans to start the removal of the old bridge this coming week. One way traffic controlled by signals will be in effect for approx. 5 months.

The two offices in Newport have been merged and the crews have been placed in one office. This has given the administration of the field operations enough personnel to adequately handle the field engineering and project inspection. Field records adequately cover the work performed.

The materials incorporated into the project work are considered as satisfactory. The aggregate for the concrete has been furnished by the Morse Bros. source at Corvallis. The concrete has been mixed and furnished by the Waldport Ready Mix plant. The cylinder breaks and cement have been satisfactory. Re-bar, beams and slabs have also been satisfactory. Culverts have been furnished to the project and the tests show that the material meets specifications.

The field has prepared an Extra Work Order for a trainee. A State Force Order has been approved for the purhcase and installation of raised delineators for traffic control in the amount of $900. This is a part of a demonstration project. Field records will be maintained for this work and a formal report will be submitted on the effectiveness of handling traffic in this manner.

Stainless steel tie wires and miscellaneous steel items of stainless steel will be included in the structure. A PA for this change in materials is being negotiated.

The temporary guardrail installed by the contractor needs additional bracing, the resident engineer will advise the contractor to perform additional work on this to provide adequate safety features for this temporary installation.

No provisions were made for handling pedestrian traffic under the one way staging across the bridge. This is being studied and some provisions will need to be incorporated into the project to handle the pedestrians. The old structure has a sidewalk and the new structure will provide for pedestrians. Some action must be taken to handle these people during the next 5 months.

8432

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Bunter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln	DIVISION Oregon
DATE OF INSPECTION 2-3-77	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. RF-144(15)

IN COMPANY WITH
Chuck Elroy, Res. Engr., Bob Pillsbury, Asst. Bridge Engr.
Pat Patterson, Asst. Res. Engr.

LOCATION
The project is in Yachats, Oregon, crossing the Yachats River.

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
[illegible]
FOR
R-D D/R Sign Act File

CONTRACTOR NAME AND ADDRESS
Donald W. Thompson Inc.
P.O. Box 866, North Bend, Oregon 97459

AWARD DATE 9-8-76	CONTRACT AMOUNT $702,881	TIME ALLOWED 650	TIME STARTED 9-21-76	WORK STARTED 9-23-76
QUALITY OF WORK Sat.	PROGRESS OF WORK Sat.	TIME ELAPSED 19 %	WORK COMPLETED 59%	

REMARKS

OREGON COAST HIGHWAY
YACHATS RIVER BRIDGE
Grading, Paving & Structure

The work consists of the construction of a 224 foot bridge across the Yachats River and the approach road to the structure.

Scope of Inspection:

The inspection covered a review of the construction work accomplished to date, field records, contract administration and materials incorporated into the project.

Work Completed:

The contractor began construction on the project on Sept. 23, 1976. He was able to perform the clearing and grubbing and 75% of the grading because of unseasonably dry weather. Work on the structure is progressing very satisfactorily also due to the good weather and the contractor has the footings and piers of the substructure completed with approx. half of the superstructure completed.

Work in Progress:

The contractor was placing the temporary railing on the new structure to provide for staging of one way traffic through the project. The contractor was also working on the signal system to handle the one way traffic.

COST:

100	88SSAY	Amber 2-way @ 1.36	136.00
100	88SSBC	White 1-way @ 1.28	128.00
100	946AY	Amber 2-way @ 0.85	85.00
100	946BC	White 1-way @ 0.80	80.00
6	pints	Primer @ 3.20	19.20
		Total Materials	$448.20

Total material costs	$448.20	
Total labor costs	403.12	(Eng'r. crew)
Total miscellaneous costs	10.65	(photographs)
Total to date 6-6-77	$861.97	

PROBLEM AREAS: We had quite a bit of difficulty with some of the markers being displaced by traffic. This may have been caused by our failing to apply enough pressure on application, or by not applying pressure for a sufficient time on application. In some instances the displaced markers re-stuck themselves where they came to rest, perhaps in the middle of a lane or any other place. Most of the displaced markers were at or near stop bars where brakes were being applied.

Attempts to reuse the markers were not always successful, due to a loss of the adhesive at times. These were occasionally re-used by drilling and nailing but this procedure is not recommended because nails could come loose and cause tire problems. The nailing procedure could be resorted to in areas that were dirty, or otherwise unsuitable for satisfactory adhesion in the normal fashion.

The installation as a whole became unsatisfactory in its function so as to require the application of painted stripes to do the job. These were put down on April 4, 1977, effectively aborting the initial phase of this experiment.

RECOMMENDATIONS: Use of the raised pavement markers considered in this experiment should be confined to areas where the duration of their use will be limited to a shorter period of time, say a week to ten days, or less. Pavement needs to be clean and dry at the time of application for satisfactory results.

INTERIM FIELD REPORT

CONSTRUCTION ZONE DELINEATION - RAISED PAVEMENT MARKERS
DOT-FH-11-8876

SUMMARY: The markers as used at the Yachats River Bridge project site have not proven satisfactory to date for guiding the public through the project. They worked alright at night, but painted stripe had to be used in order to be effective during daylight hours.

SITE LOCATION: Yachats River Bridge Section
Oregon Coast Highway, near MP 164.7
Lincoln County
Contract No. 8432

SITE DESCRIPTION: The project is basically a bridge replacement project with a relatively minor amount of grading work to construct improved approaches. The job starts near the mid point of a 12° 50' curve right, and a -2.04% grade. Structure work begins at the end of the curve and consists of a 223 foot, three span bridge on a +3.23% grade.

Typical sections for stage construction and details for temporary protection and direction are included in the project plans, and are as shown on the two attached sheets numbered 2B and 2C.

MATERIALS USED: 100 ea 88SSAY Markers, Amber bi-directional
100 ea 88SSBC Markers, Crystal mono
100 ea 946AY Markers, Amber bi-directional
100 ea 946BC Markers, Crystal mono
6 pints 220207-P Primer

Note: The 88 series markers are 4" X 4" in size, the 946 series markers are 4" X 2".

LAYOUT: The markers were installed on February 3, 1977, at ten-foot spacing on centerline, and twenty-foot spacing on the shoulder lines. The centerline was first established by laying out 12-inch cones to an acceptable alignment and the yellow traffic markers were then placed in the location from which the cones were removed; the shoulder lines were then established in relationship to the centerline.

APPLICATION: The weather was cool and cloudy at the time of application, and some moisture was present on the roadway surface. To remove the moisture and to help ensure adhesion of the markers the pavement was heated with a propane burner, the area was painted with the primer and the marker was then set in place after removal of the paper backing on the adhesive layer. Pressure to adhere was applied by foot.

EFFECTIVENESS: The markers used on this project worked very well at night, but were not effective at all during daylight hours, due primarily to insufficient reflective properties. The effectiveness was also adversely affected by the sharp curvature at the northerly end of the job. The markers were more visible in daylight hours to northbound traffic than they were to southbound traffic, and the larger (88 series) markers were a lot more effective than were the smaller (946 series) markers.

3422

1/8

June 21, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Demonstration Project
"Construction Zone Delineation -
Raised Pavement Markers"

Attached are five copies of an interim report for the third construction project on which raised pavement markers were used for traffic control. The work is part of a demonstration project funded under contract DOT-FH-11-8876.

This project, the Yachats River Bridge Section of the Oregon Coast Highway, involves sharp curvature and even though the raised markers were placed at ten-foot spacing along the centerline, the daylight visibility of the line was not adequate for traffic control.

A final report, including photographs, will be prepared at a later date.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc H. S. Coulter
Gordon Beecroft
D. E. Swan
W. J. Hart
GB:lt:ab

432

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO - AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-144(15)

STATE PROJECT NO.: See Below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-56

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-4-76	5-23-77	Primary 2	Primary 9

GENERAL LOCATION:

"Yachats River Bridge"

GENERAL DESCRIPTION OF WORK:

Program Change-Add Archeological Salvage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change-Add Archeological Salvage TEC not to exceed $130.00-FF $111.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 16, 1977, this will confirm the Verbal Authorization of W. H. Kappus of this office as of May 23, 1977, to proceed with the above work.

Returned herewith is a signed copy of the Archeological Agreement.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

HOME ADDRESS
DELL ISHAM
3210 MUNSEL LAKE ROAD
FLORENCE, OREGON 97439

LINCOLN, TILLAMOOK; WESTERN
PORTIONS OF WASHINGTON,
YAMHILL, POLK, BENTON,
AND LANE COUNTIES
DISTRICT 2

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
VICE CHAIRMAN:
LOCAL GOVERNMENT AND ELECTIONS
MEMBER:
ENERGY AND ENVIRONMENT
TRANSPORTATION

August 11, 1977

H. Scott Coulter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

Little or no progress is being made on the half-completed bridge at Yachats on Highway 101. Local residents have expressed concern to me and want to know why work has been halted.

If you could give me a progress report and expected time of completion on this project it would be greatly appreciated. Thank you for your attention to this matter.

Sincerely,

Dell Isham

DELL ISHAM
State Senator
District #2

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	O/R	Sm	Act	File
		✓				

August 19, 1977

The Honorable Dell Isham
State Senator
3210 Munsel Lake Road
Florence, OR 97439

Dear Senator Isham:

Concerning progress of the Yachats River Bridge on US101, at the present time the major item that needs to be completed is the paving. The paving subcontractor on the Yachats Bridge project is also the prime contractor for the 8th Street-20th Street project in Newport. Hopefully, he will soon complete that project on which he is now working. A couple of days ago I traveled over some of the new surface and believe it will result in a welcomed improvement to the motorists using that part of the Coast Highway.

Weather permitting, paving should begin on the bridge next week and take less than a week to complete. Completion of the entire bridge project is anticipated during the first part of September.

I hope this gives you the information desired. Please let me know if I can be of further help.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:is

bc E. T. Keasey
John Sheldrake
Charles W. Elroy

Yachats River Bridge Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

Length of Roadway - - - - - - - - - - - -	0.220 Mile
Length of Bridge- - - - - - - - - - - - -	0.042 Mile
Total Length	0.262 Mile
Cost of Roadway Per Mile- - - - - - - - -	$961,168.18

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway		$211,457.00	$181,303.00	$ 30,154.00
Bridge		592,328.00	507,862.00	84,466.00
	Total	$803,785.00	$689,165.00	$114,620.00

Group 1	100%
Contract No.	8432
Prefix No.	21-1097

Extra for Asphalt Approaches	10 only	250.00	2,500.00
Deleneators	22 only	15.00	330.00
			$181,006.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,500.00
Stage Construction Striping (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	2,000.00
On-the-Job Trainnes (1 at $800)	All Required	800.00
		$ 5,300.00
	Subtotal	$186,306.00
	Engineering	25,151.00
	Total	$211,457.00

Type Code X081
Yachats River Bridge #1173D (Sta. 1873+25.26 to Sta. 1875+48.59)

Bridge Removal Work	All Required		$ 30,000.00
Shoring, Cribbing, Etc.	All Required		30,000.00
Structure Excavation	570 cu.yd.	25.00	14,250.00
Structure Excavation Below Elevation Shown	50 cu.yd.	25.00	1,250.00
Furnish HP 12X53 Steel Piling	2,762 lin.ft.	10.00	27,620.00
Drive Steel Piles	43 only	500.00	21,500.00
Splice Steel Piles	10 only	100.00	1,000.00
Structural Concrete, Class 3300 (305 cu.yds.)	All Required		82,350.00
Structural Concrete, Class 4000 (155 cu.yds.)	All Required		34,100.00
Seal Concrete	100 cu.yd.	100.00	10,000.00
Type D 260 Seal Expansion Joint	52 lin.ft.	12.00	624.00
4'x35'/40' Prestressed Slabs	13 only	2,400.00	31,200.00
4'X60'/65' Prestressed Slabs	13 only	3,787.00	49,231.00
125'/130' Prestressed Bulb Tee Beams	10 only	8,783.00	87,830.00
Precast Concrete Panels	950 sq.ft.	10.00	9,500.00
Epoxy Coated Reinforcement (63,000 lbs.)	All Required		50,500.00
Reinforced Concrete Bridge End Panels	115 sq.yd.	20.00	2,300.00
Three Tube Aluminum Railing	494 lin.ft.	50.00	24,700.00
Pedestrian Handrail	240 lin.ft.	58.00	13,920.00
	Subtotal		$521,875.00
	Engineering		70,453.00
	Total		$592,328.00

G-file

Oregon State Highway Division
Salem, Oregon, September 9, 1976

Federal-Aid Project
No. F-144(15)

Yachats River Bridge Section
Oregon Coast Highway
Lincoln County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1867+50 thru EQ 1875+84.34=151+00 to Sta. 145+50)

Mobilization	All Required		$ 28,445.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	206 sq.ft.	10.00	2,060.00
Temporary Barricades	6 only	100.00	600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	150 lin.ft.	10.00	1,500.00
Temporary Continuous Rail Traffic Barriers, Lighted	275 lin.ft.	15.00	4,125.00
Temporary Traffic Signal Installation	1 only	20,000.00	20,000.00
Flagmen	240 hour	16.00	3,840.00
Temporary Bridge Rail	225 lin.ft.	10.00	2,250.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Embankment in Place	5,200 cu.yd.	7.00	36,400.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	60 M-gal.	10.00	600.00
1"-0 Aggregate Base	1,000 cu.yd.	7.00	7,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,200 ton	28.00	33,600.00
Asphalt Cement in Mixture	80 ton	35.00	2,800.00
12-inch Culvert Pipe	188 lin.ft.	12.00	2,256.00
24-inch Culvert Pipe	4 lin.ft.	25.00	100.00
Guard Rail, Type 3 Modified	38 lin.ft.	30.00	1,140.00
Guard Rail, Type 3	75 lin.ft.	25.00	1,875.00
Guard Rail, Type 2A Modified	88 lin.ft.	15.00	1,320.00
Guard Rail, Type 2A	75 lin.ft.	12.00	900.00
Guard Rail Anchors, Type 1	5 only	275.00	1,375.00
Rail End Pieces, Type A	2 only	25.00	50.00
Rail End Pieces, Type C	3 only	120.00	360.00
Rail End Pieces, Type C Modified	2 only	220.00	440.00
42-inch Chain Link Fence	30 lin.ft.	13.00	390.00
Concrete Curbs	400 lin.ft.	4.00	1,600.00
Loose Riprap, Class 700	310 cu.yd.	15.00	4,650.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

843[illegible] 15

STATE [illegible]

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-86	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-2[illegible]-76	State Oregon County Lincoln Project No. F-144(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Yachats River (Yachats)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	0.264
OTHER *(Specify)*		

FUNDS Pro Rata 85.74%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 803,785	$ 689,165

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Deputy State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 2 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Type Code X081
Yachats River Bridge #1173D (Sta. 1873+25.26 to Sta. 1875+48.59)

Subtotal on previous estimate of September 9, 1976		$521,875.00

Additional Approved Item

PA 4 Stainless Steel Tie Wire and Epoxy Coat Misc. Metal	Lump Sum	$ 7,129.20
	Subtotal	$529,004.20
	Engineering	79,349.80
	Total	$608,354.00

Type Code Y070
Archeological Salvage

Archeological Salvage	All Required	$ 130.00
	Total	$ 130.00

Length of Roadway - - - - - - - - - 0.220 mile
Length of Structure - - - - - - - - 0.042 mile
Total Length 0.262 mile

Cost of Roadway Per Mile- - - - $1,223,995.45

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$269,279.00	$231,041.00	$ 38,238.00
Bridge	608,354.00	521,967.00	86,387.00
Y070	130.00	111.00	19.00
Totals	$877,763.00	$753,119.00	$124,644.00

Group 1 - 100%
Contract 8432
Prefix: 21-1097

Gen file

Oregon State Highway Division
Salem, Oregon, November 8, 1977

Federal-aid Project
No. F-144(15)

YACHATS RIVER BRIDGE SECTION
OREGON COAST HWY. IN LINCOLN COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1867+50 thru Equa. 1875+84.34 = 151+00 to Sta. 145+50)

Subtotal and previous estimate of September 9, 1976			$186,306.00

Previous Estimate

Temporary Continuous Rail Traffic Barrier, Reflectorized	150 lin.ft.	10.00	$ 1,500.00
Flagmen	240 hour	16.00	3,840.00
Temporary Bridge Rail	225 lin.ft.	10.00	2,250.00
Embankment in Place	5,200 cu.yd.	7.00	36,400.00
1" - 0 Aggregate Base	1,000 cu.yd.	7.00	7,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,200 ton	28.00	33,600.00
Asphalt Cement in Mixture	80 ton	35.00	2,800.00
			$ 87,390.00

Revised Estimate

Temporary Continuous Rail Traffic Barrier, Reflectorized	384 lin.ft.	10.00	$ 3,840.00
Flagmen	371 hour	16.00	5,936.00
Temporary Bridge Rail	448 lin.ft.	10.00	4,480.00
Embankment in Place	5,800 cu.yd.	7.00	40,600.00
1" - 0 Aggregate Base	1,334 cu.yd.	7.00	9,338.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,925 ton	28.00	53,900.00
Asphalt Cement in Mixture	134 ton	35.00	4,690.00
PA 2 Temporary Pedestrian Walk and Rail	Lump Sum		5,800.00
PA 3 Temporary Bridge Rail	Lump Sum		6,656.00
			$135,240.00
	Increase		47,850.00
	Subtotal		$234,156.00
	Engineering		35,123.00
	Total		$269,279.00

3432.

STATE COPY 8

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-135

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-16-77

State Oregon

County Lincoln

Project Number F-144(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 803,785	$ 877,763
Federal funds	$ 689,165	$ 753,119
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

FORM 81-734-3030

OK

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 12, 1978

FILE: CON 5 #8432

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Yachats River Bridge
Contract No. 8432
Request for Increase in Authorization

This project is virtually complete and an overrun of 12.2% is now indicated. The overruns occur in three categories about as follows:

Added orders	$25,000
Bid item quantity overruns	41,000
Engineering	66,000

The added orders are detailed on the overrun form and three of them involve design type changes for a temporary pedestrian walk, temporary rail and a change to stainless steel tie-wire and epoxy coating of some of the metal. Some 12 of the bid items accumulated overruns, the most significant being flagging, 59%, $6,120; temporary rail, 99%, $2,230; A.C., 60%, $20,000. The contract quantity of A.C. was low due to a different specific gravity and also some significant paved driveway work was apparently left out.

We have inquired a little further as to the nature of the engineering overrun and find that this job supported two crews for awhile (Patterson and Elroy) and some added engineering costs were: outside per diem $2,000, lab charges for the price agreement changed work, $3,000; overtime, $5,000, which accounts for $10,000 of it.

The project is being completed well within the contract time allowed which was probably more than adequate because of our concern for the staging limitations to accommodate the peak summer traffic loads. The contractor was able to gain virtually one season by good progress early in the project. The project utilizes primary federal-aid funding and all the added work has been participating.

A rough draft letter to the Transportation Commission requesting an increase of $98,264.00 to a new total project authorization of $903,751.94 is attached.

JAB:fr
Att.
cc: Robert Church

Anderson - [illegible]

Elpy - Authorized - $64,000
Estimated - 123,000
59,000 over
requested 66,000
7,000 left to do

total over run $66,000

[illegible]

[illegible]

1. [illegible]
2. [illegible] construction
[illegible]

A. [illegible]
B. [illegible]
C. continue [illegible]

1. Job had to support two crews
2. Small items spread out over long period

Hart - Bridge - Nothing to speak of

Erie coast - Ck in Yokels
Crossing Ck Bldg (New)
Fall Ck Falls - Bldg (New)
Brady Beach (New)
20 Rst Newport

Engr. Costs		% Est. project costs	Engr. cost	
	May	85%	80,100	125%
4	June	86%	83,000	130%
16	July	86%	93,000	146%
6	Aug	86%	95,000	149%
10	Sept.	94%	105,000	165%
15	Oct.	96%	111,640	175%
4	Nov.	97%	115,861	181%
17	Dec.	97%	121,158	190%
14	Jan	97%	122,797	192%

8432

8

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
H. S. COULTER

RECEIVED
DOT OPERATIONS
JAN 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: January 13, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yachats River Bridge
Contract No. 8432

This project to build a new structure on the Oregon Coast Highway in Lincoln County is virtually complete and an overrun of 12.2 percent is now indicated. The overruns occur in three categories about as follows:

Added orders	$25,000
Bid item quantity overruns	41,000
Engineering	66,000

The added orders involve design type changes for a temporary pedestrian walk, temporary rail and a change to stainless steel tie-wire and epoxy coating of some of the metal. Some 12 of the bid items accumulated overruns, the most significant being flagging, 59 percent, $6,120; temporary rail, 99 percent, $2,230; A.C., 60 percent, $20,000. The contract quantity of A.C. was low due to a different specific gravity and also some significant paved driveway work was apparently omitted.

The engineering overrun was aggravated by overtime and laboratory charges for the added work and seasonal slowdown in the contractor activity. The project utilizes primary federal-aid funding and all the added work has been participating.

Your approval is requested for an increase of $98,264.00 to a new total project authorization of $903,751.94. This matter will be on the Consent Calendar for your January meeting.

1-19-78

RECEIVED
STATE HWY ENGR
JAN 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
C. O. Fredrickson
D. H. Moehring
V. E. Skoog
George Bell

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 1978 14 SUNDAY	
15 MONDAY	
16 TUESDAY	
17 WEDNESDAY	
18 THURSDAY	
19 FRIDAY	
20 SATURDAY	

REMARKS

Semi-final was submitted to Salem on 5-18-78
This is the Last weekly report for this project.

SIGNED LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8432 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yachats River Bridge

WEEK ENDING: 20 May 78

SECTION PREFIX: 21-1097

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: Yachats River Bridge

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Donald W. Thompson, Inc

CONTRACT NUMBER: 8432

FEDERAL AID PROJECT NUMBER: RF-144(15)

DATE OF CONTRACT: 8 Sept 76

DATE WORK STARTED: 23 Sep 76

ESTIMATED COMPLETION DATE: ------

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 650

CALENDAR DAYS USED: 547

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 84

PROJECT AUTHORIZATION: $ 903,751.94

EXCLUSIVE OF ENGINEERING: $ 773,751.94

ENGINEERING AUTHORIZATION: $ 130,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 773,965.

ENGINEERING COST TO DATE: $ 1[illegible],530

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: 17 April 78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1173 D						
PERCENT	100						

May 1978	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Showers			
MONDAY 15	Showers			
TUESDAY 16	Showers			
WEDNESDAY 17	Clear			
THURSDAY 18	Clear			
FRIDAY 19	Clear			
SATURDAY				

RECEIVED
MAY 22 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
48	Epoxy Coated Reinf.	LS	100%	100%	0.0
49	Reinf. Conc. Br. End Panels	Sq. Yd.	115	115.20	+0.2
50	Three Tube Alum. Rail	Lin Ft.	494	494.40	+0.1
51	Pedestrian Handrail	Lin Ft.	240	239.20	-0.3
PA#1	Cr. for Controller Test	LS	100	100	0.0
PA#2	Install Temp. Ped. Walk & Rail	LS	100	100	0.0
PA#3	Temp. Br. Rail	LS	100	100	0.0
PA#4	Stainless Tire Wire, etc.	LS	100	100	0.0
PA#5	Guardrail, Type 2A & Adj.	LS	100	100	0.0
PA#6	Structural Conc., Class 4000	LS	100	100	0.0
EWO#1	On-The-Job Trainees Ratio of labor force to carpenters (1:1 or 1:2) precluded use of trainees throughout much of contract period.	$	800	430.40	-46.2
SFO#1	Stage Construction Striping Safe Traffic Control required additional striping, as raised pavement markers were inadequate during daylight hours.	$	1,000.00	1,150.02	+15.0
SFO#2&3	Cancelled.				
SFO#4	Test Signal Controller	$	750.00	750.00	0.0
SFO#5	Temp. Pave. Striping	$	550.00	550.00	0.0
SFO#6	Perm. Pave. Striping	$	1,000.00	962.23	-3.8

Yachats River Bridge
Contract No. 3452

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
29	Concrete Curbs	Lin Ft.	400	325.5	-18.6
	Less curb needed on Northerly end of project than Bid Quantities.				
30	Loose Riprap, Class 700	Cu. Yd.	310	373.54	+20.5
	extended upstream and wrapped to North to give more protection to toe of fill.				
31	Extra for Asph. App.	Each	10	10	0.0
32	Delineators	Each	22	22	0.0
33	Bridge Removal Work	LS	100%	100%	0.0
34	Shoring, Cribbing, etc.	LS	100%	100%	0.0
35	Structure Excavation	Cu. Yd.	570	464.62	-18.5
	All required to meet planned demensions.				
36	Structural Excavation below Elevation Shown	Cu. Yd.	50	3.08	-93.8
	Material encountered was much more dense than anticipated, therefore less excavation was required.				
37	Furnish HP 12X53 Steel Piling	Lin Ft.	2,762	3,020	+9.3
38	Drive Steel Piling	Each	43	43	0.0
39	Splice Steel Piles	Each	10	49	+390.0
	Original order lengths proved to be short, necessitating short splices to obtain bearing.				
40	Structural Conc., Class 3300	LS	100%	100%	0.0
41	Structural Conc., Class 4000	LS	100%	100%	0.0
42	Seal Conc.	Cu. Yd.	100	90	-10.0
43	Type D 200 Seal [illegible]	Lin Ft.	52	52	0.0
44	4'X55'/60' Prestressed Slabs	Each	13	13	0.0
45	4'X60'/65' Prestressed Slabs	Each	13	13	0.0
46	125'/130' prestressed Bulb T Beams	Each	10	10	0.0
47	Precast Concrete Panels	Sq. Ft.	950	920.29	-3.1

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
15	1" - 0 Aggr. Base Increase in embankment, heavier S.G. of Aggregate, use of Aggregate for Bridge end ramping and additional for driveways.	Cu. Yd.	1,000	1,404	+40.4
16	Class B of Class C A.C. Mix Error in original bid quantity.	Ton	1,200	1,925.095	+60.4
17	Asphalt Cement in Mix. Error in original bid quantity plus excess % used.	Ton	80	134.43	+67.5
18	12 - Inch Culvert Pipe Three additional 27' runs were placed under the impact panel at N.W. corner of bridge at Region request. Also an additional 57' run was placed under driveways at 146+08 East.	Lin. ft.	188	267	+42.0
19	24 - Inch Culvert Pipe Additional required to clear fill slope	Lin Ft.	4	9	+125.0
20	Guard Rail, Type 3 Mod. Run at S.W. corner of Bridge was changed to type 2A to accomodate the End Piece.	Lin Ft.	38	25	-34.2
21	Guard Rail, Type 3 Runs at S.E. & S.W. ends of Bridge. Each had 12 Ft. of Type 2A substituted for Type 3 to accomodate type 1 anchors.	Lin. Ft.	75	50	-33.3
22	Guard Rail, Type 2A Mod. See Bid Item # 20.	Lin Ft.	88	100	-12.0
23	Guard Rail, Type 2A See Bid Item # 21.	Lin. Ft.	75	100	+25.0
24	Guard Rail Anchors, Type 1	Each	5	5	0.0
25	Rail End Pieces, TypeA One extra required at S.W. end of Bridge.	Each	2	3	+50.0
26	Rail End Piece, Type C	Each	3	3	0.0
27	Rail End Pieces, Type C Mod.	Each	2	2	0.0
28	42-Inch Chain Link Fence	Lin Ft.	30	30	0.0

Overruns & Underruns
Yachats River Bridge
Contract No 8432

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
1	Mobilization	L.S.	100%	100%	0.0
2	Temp. Prot. & Dir. Traf.	L.S.	100%	100%	0.0
3	Temp. Signs Two signs were eliminated ("Constr. Speed 35" - 20 Sq. Ft. & "End Constr" - 10 sq. ft.) and five additional signs were needed for proper control (Two "Bump" - 18 sq.ft. total, two "Flagman Ahead" - 32 sq. ft. total and one "No turn on Red" - 5 sq. ft.).	Sq. Ft.	206	231	+12.1
4	Temp. Barricades	Each	6	6	0.0
5	Temp. Cont. Rail Traf. Bar, Rfl. Computation Error in original Bid Quantities.	Lin. Ft.	150	384	+156.0
6	Temp. Cont. Rail Traf Bar, Lt. Computation Error in original Bid Quantities.	Lin. Ft.	275	246	-10.5
7	Temp Traf Signal Installation	Each	1	1	0.0
8	Flagmen More hours needed than originally anticipated.	Hour	240	382.5	+59.4
9	Temp. Br. Rail Had to be moved more times than anticipated.	Lin. Ft.	225	448	+99.1
10	Clearing & Grubbing	L.S.	100%	100%	0.0
11	Rem. Struc. & Obstr.	L.S.	100%	100%	0.0
12	Emb. in Place Driveways (about 500 cu. yds) were apparently not included in location estimate. Also the emb. required at Bent N. 1 (275± cu. yds.) was not in the original computations.	Cu. Yd.	5,200	5,922.70	+13.9
13	Fin Rd. Bd. & Slopes	L.S.	100%	100%	0.0
14	Watering Weather condition alleviated need of water	M-Gal.	60	11.7	-80.5

STATEMENT OF OVERRUNS AND UNDERRUNS

YACHATS RIVER BRIDGE

OREGON COAST HIGHWAY   LINCOLN COUNTY

CONTRACT 8432   F.A. No. LF. 144 (15)

Item	Original Amount	Semi-Final Est.	Percent + or -
Contract Bid Items	744,094.86	740,728.71	-.0.5
Anticipated Items	4,542.65	2,542.65	-44.0
Contingencies	25,864.43	27,326.00	+ 5.7
Engineering	130,000.00	135,000.00	+ 3.8
Credits	- 750.00	- 750.00	0.0
TOTAL CONTRACT COSTS:	$903,751.94	904,843.46	+ 0.1

design changes, [illegible] quantities, increased safety features, Overtime, Per-Diem, increased laboratory charges, and increased inspection.

Claims:

The contractor has two claims which have not been settled at the time of this writing. One is for post-tensioning of rod/strands through the slab sections and one for liquid asphalt over original Bid Item in the amount of $6,134.15.

General:

The contractor could have completed the project in 1977 but elected to wait until 1978 due to having other projects with less calender workdays and because of tax reasons.

For the most part workmanship was good but cooperation was poor, throughout the life of the project. It would have helped if the contractor knew more about bridge construction and was more adept in reading the plans, special provisions and Standard Specifications.

It is my opinion that the State recieved a good finished product which should endure for many years.

Charles W. Elroy

Charles W. Elroy
Resident Engineer

4 - The paving dams on each structure should be precut to elevation before insertion into the deck.
5 - Drop panels should be cast with the same camber as the slab sections or allow greater spacing between panels. Live-load deflection caused the edges to spall off,. This was somewhat corrected by grinding the edges to allow greater spacing.
6 - The plans and specifications were not too clear as to the method of pay for the post-tensioning of the tie rod/strands through the precast slabs.
7 - A sketch showing the end build-up for the deck on Bulb "T" beams would be helpful for new and green contractors.
8 - To keep guardrail at bridge end connections within the specified heights when the bridge deck is filled in with A.C. for superelevation. The following is recommended: (A) Make allowances for longer bolts in the bridge deck, for rail posts. (B) Show grout pad buildup.
9 - When the Old Structure has a sidewalk and that sidewalk is to be removed during stage construction, the new structure should have a temporary walk designed and made part of the contract.
10- Bridge Design and Road Design should get together and use the same thickness of asphaltic concrete wearing surfaces (1½" or 2")

11- The time of application of the concrete sealant ([illegible]) was not specified. This could have been specified to be used as a curing agent on the green concrete. However, this may interfere with the application of the Class 1 surface finish and should be investigated.

Utilities

The only utility presently on the structure is a water line on the west side, belonging to the City Of Yachats. Plastic conduits for telephone and television cables have been placed across the structure.

Bridge Removal

No problems occurred during the removal of the Old Through Truss. The Old Structure was lifted from its piers by two cranes and set on top of a work Bridge constructed upstream of the old and new structures. From this location the contractor was able to cut the through truss into small sections and haul away to the junkyard. All work was done in a orderly and workmanlike manner and met with the conditions set forth in the Special Provisions as to the following agencies:

A - Department of Environmental Quality
B - Department of Fish and Wildlife
C - Department of Geology and Mineral Industries
D - State Land Board
E - U. S. Coast Guard

Overruns:

Overruns were considerable on this project and required submittance and approval of a Second Authorization. The overruns were due mainly to

5 - Two Sub-contractors were used by [illegible] Thompson, Inc. for roadwork Items. Road & Driveway Co. of Newport did the paving and Coral Corporation of Gladstone, installed the guardrail and delineators.

Road and Driveway Co. were out of specifications for the percent of liquid asphalt used in the mixture but met specifications with their aggregates. A penalty price agreement may be written before final settlement is made with the Contractor. Penalty computations are now being checked by Construction.

On small quantity A.C. production days, and days that the Subcontractor was also selling to other agencies it is very difficult to obtain accurate liquid asphalt percentages. It is recommended that on small quantity projects such as this, that there not be a separate payment for liquid asphalt.

6 - Information should be obtained about buried Indian artifacts before the contract is let as to not hold up the contractor's work schedule.

Structural Work

Longevity Features:

The new Yachats River Bridge qualifies both as a replacement and experimental project. Listed below are some of the new features which should protect the structure from the Coastal elements and prolong it's longevity:

1 - Three-inch clearance from the nearest face of concrete with reinforcing bar placement
2 - Epoxy-coated reinforcement & Miscellaneous metal.
3 - Special concrete surface sealant on all exposed concrete.
4 - All aluminum bridge railings.
5 - Special epoxy coated and uncoated reinforcement bars for testing were constructed into the bridge deck for present and future readings for contamination of the reinforcing steel.

Construction Features:

The only feature used by the contractor, that would be of any help in the Construction of similar bridges with the same condition is as follows:

The contracter elected to construct Bent No. 2 pier all at once in lieu of Stage Construction. This sped up construction and allowed the contractor to get out of the River and complete the structure within one construction season. This came about by using short driving leads, short Steel"H" Piling, Several unpaid pile splices and the use of a concrete pump for concrete placement.

Construction Criticism

The following statements should in no way be taken as an insult or reprimand but rather as a helpful way of communicating between the field and design:

1 - More time should be taken in plan review. This would eliminate dimensional errors, Note omissions etc.
2 - When stage construction is used, a careful count of the number of times temporary guardrails are to be moved should be given the utmost attention.
3 - Miscellaneous metal extending above the deck on Coastal Structures should be galvanized instead of epoxy coated. The epoxy coating fills bolt threads and must be removed to install nuts. This destroys the coating, causes lost time and the end product is less than satisfactory.

Introduction

This Federal - Aid Primary Highway Project, is located within the South City Limits of the City of Yachats on the Oregon Coast Highway in Lincoln County.

The Northerly terminus is at M.P. 164.60 and the Southerly terminus is at M.P. 164.86 overall length of the project is 0.26 miles. The Old Steel through-truss Bridge was constructed in 1925 & 1926. The twenty feet of horizontal clearance was adequate for the traffic during that time period but soon became antiquated.

A reconnaissance survey of the project area was completed in 1963 with two alternates proposed. Proposal No. 1, essentially followed the existing alignment but with improvement of line & grade and the structure widened to the West. Proposal No. 2, was a complete new alignment to the west. In October of 1974, at a city council meeting the proposals were discussed by the Highway Division and the consensus of those present preferred replacing the bridge on its present alignment

After all surveys were complete and replacement funds became available, the project was advertised and bid proposals received on August 26, 1976,. Acceptable low bidder was Donald W. Thompson, Inc. of North Bend, Oregon, in the amount of $702,881.00. Work commenced September 23, 1976 and was completed March 21, 1978.

Roadwork:

Roadwork comprised of the following:

1 - Clearing & Grubbing
2 - Removal of Structures and Obstructions
3 - Embankment in place
4 - Finishing Roadbed and Slopes
5 - Aggregate Base (Crushing & Placement)
6 - Paving
7 - Culvert installation (12 Inch & 24 Inch)
8 - Guardrail Installation
9 - Chain Link Fence Installation
10- Concrete Curbs Installation
11- Loose Riprap (Class 700) Installation
12- Delineator installation
13- Temporary Traffic Signal Installation

Except for the following construction comments, the readway part of the contract was constructed without incident:

1 - No drainage was allowed for under stage II construction of the Roadway North of the Bridge.
2 - Due to the location of the project and the narrowness of the Roadway, more flagging hours should have been alloted.
3 - Our specification requiring the contractor to have a responsible person on the project 24 hours a day to take care of traffic Signals and warning devices should be given a legal touch so this Item can be enforced in the Field.
4 - Projects with electric power available should require the contractor to furnish electrically operated amber flashing lights instead of a choice of Battery or electric.

[illegible] STATE HIGHWAY DIVISION

[illegible]

OF

[illegible] RIVER BRIDGE

LOCATED IN

[illegible] COUNTY

CONTRACT [illegible]

CONTRACTOR: [illegible]

[illegible] ENGINEER: CHARLES [illegible]

Page 1 of 5

REFERRED TO
1 Board WEB Staudenmeyer
Cole 2 Watson Sample
Eriksen Dorn Lau
Hager File Copy Due
Return Discuss Do
BY FINAL DESIGN ENGINEER

Prepare letter commenting on narrative.
DOE

Vorsteeg
1 Christensen DOE
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 02 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

9

Salem, oregon
June 7, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Yachats River Bridge Sec.
Oregon Coast Highway
Lincoln County

Charles W. Elroy
Resident Engineer

Your narrative report has been reviewed by this office and the roadwork construction problems have been noted.

An archaeology study is now required on all projects before they may be advertised for a bid opening.

The Bridge Design section designates the thickness of the A.C. wearing surface that will go on the deck of the structure. This designated thickness is not necessarily the same as the thickness of the A.C. wearing surface.on the roadway.

Specifications on amber flashes now require 110-120 Volt power source when available.

DOC:WEM:ck

cc: C.T. Keasey
C.O. Fredrickson

RECEIVED
JUN 0 8 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olsen___
___Turpin___
___Sullivan___
___Scott___
___Savage___

___Trout___ ✓
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

YACHATS RIVER BRIDGE

Stressing and Grouting Tie Strand
Spans One and Two

Labor	
Item 1, Tapered Ducts	$204
Item 2, Blockouts	130
Item 3, Stressing & Grouting	176
Total	$510
+20%	$612
Materials	
Atlas Anchors	$ 20.04
½" Grout Pipes	12.00
Blockouts	52.00
Total	$ 84.04
+15%	96.65
Total Labor & Materials	$708.65
Suppliers Detailing Cost (approx.)	91.35
Grand Total	$800.00

Claim No. 2, "Post Tensioning." We do not agree that the tie rod or tie strand work is covered by Section 506 of the Standard Specifications. This work is covered under Section 504A.81. However, upon detailed analysis and evaluation, we have determined that the contract plans for this project were somewhat weak in pointing out some elements of the work involved in making the tie strand connections. The State offers a lump sum settlement in the amount of $800 for this work. (Please have the Resident Engineer prepare a price agreement in the amount of $800 covering additional tie strand work on the project and include the statement on the price agreement that "this price agreement is in settlement of all claims on the project". The Resident Engineer may use the attached cost data for his cost justification.)

Claim No. 3, Asphaltic Concrete Mix Penalty. We find this claim to be without basis. The contractor, through his representative on the project, was notified in a timely manner of nonspecification material.

Claim No. 4, Structural Excavation for Reinforced Concrete End Panel. The excavation required to construct this end panel was properly paid for as embankment in place and not as structural excavation. The excavation for end panel construction is indicated by an excavation bracket on sheet 3 of the contract plans. This claim is therefore denied.

The contractor also had some questions concerning final quantities on the project, particularly final quantities of 12" culvert pipe. These should be resolved between the Resident Engineer and contractor. I have reviewed the so-called post tensioning claim with Herb Schell and Bill Kappus of FHWA, and they are in agreement with the proposed settlement.

Will you please see that the contractor is promptly informed of our findings.

OBJ:fr

Att.

cc: H. S. Coulter
Walt Hart
Jack Sollis

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 18, 1978

FILE: CON 5 #8432

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contract Claims
Yachats River Bridge
Contract No. 8432

TO: C. O. Fredrickson
Region 2 Engineer

Attention: Robert Royer

On June 27, 1978 a meeting was held in Region 2 office to consider claims on the above project. The contractor, Donald Thompson, was present together with his attorney. The State was represented by Chuck Elroy, Cliff Lehman, George Hopkins and myself. The contractor presented four claims at this meeting. These claims have been thoroughly reviewed by the construction office, the Structures Section and State Highway Engineer H. S. Coulter. Will you please request Resident Engineer Elroy to respond to the contractor in accord with the following:

Claim No. 1, Liquid Asphalt. We do not agree that a substantial overrun in quantities necessarily results in a change in the character of the work. Should the character of the work be changed, the third paragraph of Standard Specification 104.02 would be applicable. This paragraph states "compensation to the contractor under the above provisions shall be determined as set forth in subsection 109.04." The final paragraph of Section 109.04 of the Standard Specifications states, "If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

The contractor entered into a subcontract covering all of the work performed under Bid Item 16, Class B or Class C asphaltic concrete mixture and Item 17, asphalt cement in mixture. An analysis of the overrun quantities of these items performed under this contract indicates that these materials cost the contractor $22,453.99 under the terms of the subcontract. Under the terms of our contract with the contractor, the State will pay to the contractor $27,907.71 for these materials. This results in a net $5,353.72 to the contractor which amounts to a margin of 23.8%, which is sufficient for the contractor's overhead and profit. We deem this to be in accord with Section 109.04 as being "fair and equitable." This claim is therefore denied.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 19 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9

August 18, 197[illegible]

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green

Demonstration Project
"Construction Zone Delineation -
Raised Pavement Markers"

Attached are five copies of a final report for the evaluation of raised reflective markers used for traffic control in construction zones. The work was conducted as a demonstration project under Contract DOT-FH-11-837 .

The report summarizes the findings from the three individual projects on which the raised reflective markers were, used. Appendix A provides a brief final report on their use on the Yachats River Bridge Section of the Oregon Coast Highway, including color photographs of that project. The text portions of the previous interim reports are provided in Appendix B.

Additional copies of the report, without the color photographs, can be furnished if they are needed.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments (5)

bc F. B. Klaboe
J. H. Versteeg
L. E. George
Gordon Beecroft

GB:pf ja

8432

9

August 28, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 24, 1978, we wrote to you concerning release of final payment on Contract No. 8432 awarded to Donald W. Thompson, Inc., for work on the Yachats River Bridge Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $4,015.17 and the total contract amount is $764,769.33 including $430.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

until some three months later. The contractor admits that the subcontractor was evidently notified of some nonspecification material. The subcontractor was released prior to notification of the penalty and the contractor claims that the State acted unfairly by not giving proper notice.

The State maintains that proper notice of nonspecification asphaltic concrete material was given the subcontractor who was deemed to be the contractor's representative for this part of the work. The State admits that no notice of a penalty was actually given to the contractor until after the project final inspection.

Third, the contractor contends that the final estimate quantities, particularly for structural excavation, appear to be in error. No specific claim was submitted, however the contractor did request to be provided with the design and final quantity computations for the Structural Excavation item.

The State agreed to provide the requested Structural Excavation data.

The Board recommends that claim one, Asphalt Cement in Mixture, be denied since there was no change in the character of the work.

The Board recommends that claim two, price reduction for excess liquid asphalt in mixture, be paid in the amount of $984.83 since proper notice of the price reduction was not given to the contractor.

The Board takes no action on claim three since no claim was presented.

OBJ:fr
Att.
cc: R. L. Schroeder
L. W. Rulien
Vern Skoog
D. H. Moehring
Jack Sollis
C. O. Fredrickson
C. W. Elroy
Jack Sullivan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 31, 1978

FILE: CON 4-6
CON 5 #8432

RECEIVED
STATE HWY ENGR
'78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

O. B. Jackmond

FROM: O. B. Jackmond, Secretary
Claim Review Board

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Claim Review Board Recommendation
Yachats River Bridge Claims
Contract No. 8432

A Claim Review Board hearing was conducted on October 20, 1978 to consider contract claims on the subject project. The prime contractor for this project was Donald W. Thompson, Incorporated. The contractor was represented by Attorney Norman D. Holly and Mr. David W. Thompson. The State Highway Division was represented by Resident Engineer Charles W. Elroy and Region Maintenance Engineer Robert Royer. All Claim Review Board members were present.

The contractor presented two claims and served notice of a third potential claim.

First, the contractor claims $4,694.59 additional payment due to an overrun in the contract quantity of Bid Item 17, Asphaltic Cement in Mixture. The contractor contends the overrun amounts to an alteration of the character of the work and, under Section 109.04 of the Standard Specifications, entitles him to additional payment. The contractor further contends that he made an error in his bid for Bid Item 17. His bid price was $35.00 per ton and his subcontracted price for this item was $110.00 per ton. The plan quantity for Asphaltic Cement in Mixture was 80 tons and the final quantity was 134.43 tons, an overrun of 54.43 tons or 67.5 percent.

The State contends that there was no change in the character of the work. The Asphaltic Concrete Mixture was placed in the same manner, by the same labor and equipment and in the same areas indicated by the plans. The overrun was due to the need to place additional mixture to accommodate the contractor's staging operation. The State also contends that the "work" is the Asphaltic Concrete Mixture in place and that while the contractor's bid price for liquid asphalt was low, his bid price for Asphaltic Concrete Mixture was higher than his subcontracted price by $10.20 per ton. In considering the "work" (liquid asphalt + mixture) the contractor realized a 17 percent profit on the overrun quantity when compared to the subcontract prices paid for the "work".

Second, the contractor claims that the State extracted a $984.83 penalty for asphalt pavement containing excess liquid asphalt without giving proper notice to the contractor. The contractor claims that he was not advised of the nonspecification asphalt pavement during placement or at the project final inspection. He was not notified of the penalty

843

November 3, 1978

Davies, Biggs, Strayer,
  Stoel and Boley
900 S.W. Fifth Avenue
Portland, OR   97204

Attention: Mr. Norman D. Holly

Gentlemen:

Donald W. Thompson, Inc.
Yachats Bridge
Contract No. 8432

I have reviewed the recommendations of the Contract Claims Review Board concerning two claims for additional payment on the above contract.

The claim for additional payment due to an overrun in the bid item "Asphaltic Cement in Mixture" is denied. The quantity overrun did not constitute a change in character of the work and your client was fairly compensated under terms of the contract.

The claim for restitution of monies retained as a price reduction for nonspecification asphaltic concrete mixture (excess liquid asphalt) is upheld and these monies will be returned to your client.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
R. L. Schroeder
Jack L. Sollis
C. O. Fredrickson
C. W. Elroy —
Robert Church
Richard Hacek

Chuck Elroy:

(Please prepare P.A. for $984.83 plus interest from date of final payment to two weeks after you mail P.A. to contractor. P.A. should state, "To settle all claims including interest." Check with Bob Church to obtain interest amount.)

March 23, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $1,838.34 will be made to Donald W. Thompson, Inc., for work on the Yachats River Bridge Section of the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $766,607.67 including the post-final payment. Of the total, $430.40 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8432

FORM 81 714 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 24, 1979

FILE: CON 5 #8432

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Yachats River Bridge
FAP No. RF-144(15)
Contract No. 8432
Recomputed Price Adjustment for Non-Spec. A.C. Mixtures

Upon completion of this project, a reduction-in-price in the amount of $984.83 was assessed the contractor for the State's acceptance of non-spec. Class "C" A.C. mix.

This item became one of several in a claims request submitted by the prime contractor. He claimed that although the State had notified his subcontractor of the non-spec. material, he had not received proper notification until several months after he had paid off his subcontractor. This claim for restitution was upheld by the Claims Review Board and the $984.83 plus $53.51 interest was reimbursed to the contractor by P.A. #9.

The price adjustment for non-spec. Class "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A.	Recomputed Amount
#16 Class "B" or "C" A.C. Mix	0	$3,654.35

The difference in amounts is $3,654.35. The amount to be credited to the project on a nonparticipating basis is $1,827.18.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
C. W. Elroy
Robert Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						/

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

State

8432-21

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon	COUNTY Lincoln	FEDERAL PROJECT NO. * RF-144(15)	URBAN ( ) * RURAL (✗)

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		6201	X081	DATE STARTED * 9-23-76
	20	FINAL CONSTRUCTION COST*	DOL.	188,851	578,838	DATE COMPLETED * 3-21-78
	21	LENGTH OF PROJECT	MILES	.220	.042	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS	GROSS EARNINGS
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	83,758	474,630
	9	PETROLEUM PRODUCTS *	GAL.	483	2,739
	1	CEMENT	BBL.	----	----
CARD C	2	AGGREGATES PURCHASED	TON.	1,394	----
	92		CU. YD.	----	----
	3	BITUMINOUS MATERIAL	GAL.	----	----
	4	LUMBER	THSD. BD. FT.		20
CARD D	5	TIMBER PILING	LIN. FT.		600
	7	REINFORCING STEEL	LB.		121,609
	8	STRUCTURAL STEEL	LB.		160,060
	10	EXPLOSIVES	LB.	10	30
CARD E	11	READY-MIXED CONCRETE	CU. YD.	5	1,050
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,925	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		7,927
	17	FENCING	LIN. FT.	30	
	18	GUARDRAIL	LIN. FT.	575	
	19	BRIDGE RAIL	LIN. FT.		734
C	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		12	267
		24	9
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70 [redacted]

E REPORTED ON ALL REPORTS REVIEWED BY: DATE:

7 PREVIOUS EDITIONS ARE OBSOLETE

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 19[illegible] — 732-628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 5/24/79	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. RF-144(1S)
COMPLETION DATE 3/21/78	ACCEPTANCE DATE BY CONTRACT AGENCY 8/22/78	TIME ELAPSED $\frac{547}{650}$ = 84 %	CONTRACT TIME 650 CD
APPROVED EXTENSIONS —	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

YACHATS RIVER BRIDGE
OREGON COAST HIGHWAY
Grading, Paving and Structure

This project is located on the Oregon Coast Highway at Yachats, Oregon. The work included the grading and paving of two 12-foot travel lanes with 8-foot shoulders and a 9-foot walk/bikeway on the westerly side and the construction of a 224 foot long prestressed concrete bulb"T" beam bridge over the Yachats River. The bridge has an 8-foot walk/bikeway on the westerly side.

The final project cost was $916,049.50 which was very close to the original estimate of $903,751.94.

A final inspection of the completed project was made on March 21, 1978.

All appropriate documents have been received and the project is considered acceptable.

6-1
cy

RECEIVED
STATE HWY ENGR
JUN 1 '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TLE Area Engineer	DATE 5-29-79	TITLE Field Operations Engineer	DATE 5-29-79

M FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8432 Yachats River Br. Sec. of 1976
Oregon Coast Hwy. at Yachats
(Grade, pave & structure)

ituminous surface 32 feet

Half Viaduct-Br. No. 7188;
5.
Salt Cr. Tunnel-Br. No. 2539;

Half Viaduct-Br. No. 7185; RCDG;

alf Viaduct-Br. No 7186; RCDG;

Half Viaduct-Br. No. 7187; RCDG;

A; Prestressed Slab Span; L-50'

urfaced roadway 32-foot wide

ts of resurfacing with high type pave-
section consisting of two 12-foot
shoulders and other incidental
oject.

equired.

orts, Water Development, Historical
volved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinhouse A-95 review under working agreements.

FHPM 7-7-5 Requirements: (A) Public hearings---None required under Oregon Action Plan.

(B) Creation/Design---Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS andE stage and the number stipulated in the PS and E documents.

EAGLE CREEK-KLAMATH CO. LINE SEC.

PROJECT NO. RF-195(9)

Existing Facility:

Roadway---Basically a two-lane bituminous surface 32 feet wide including shoulders.

Structures--- (1) M.P. 55.98; Half Viaduct-Br. No. 7188; RCDG; L-225; HC-32'; Loading H-15.
(2) M.P. 56.10; Salt Cr. Tunnel-Br. No. 2539; L-905'; HC-27'; VC-13'.
(3) M.P. 56.23; Half Viaduct-Br. No. 7185; RCDG; L-250; HC-35'; Loading H-15.
(4) M.P. 56.29; Half Viaduct-Br. No 7186; RCDG; L-125'; HC-35'; Loading H-15.
(5) M.P. 56.32; Half Viaduct-Br. No. 7187; RCDG; L-175'; HC-35'; Loading H-15.

Adjacent Sections:

W. End---Eagle Cr. Br. No. 3995A; Prestressed Slab Span; L-50' Loading H-20, HC-32'.
E. End---Two-lane bituminous surfaced roadway 32-foot wide including shoulders.

Project Data: The work consists of resurfacing with high type pavement overlay a basic two lane section consisting of two 12-foot travel lanes with 4-foot paved shoulders and other incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set paragraph 10e.

FM 50-1-70 Requirements: Exempt from State Clearinghouse 5 Clearinhouse A-95 review under working agreements.

FHPM 7-7-5 Requirements: (A) Public hearings---None req under Oregon Action Plan.
(B) Creation/Design---Not a fa development of this project.

Note: (1) This project is in Congressional District No.
(2) On-the-job trainees, as set forth in FHWA ord interim 7-2(2), on this project will be deter at PS andE stage and the number stipulated i PS and E documents.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-26-76

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 58, Klamath Co. Line, NW 13.74 mi		1850	3300	96	10	Oregon	41	073	113

D WORK (35 typewriter	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
avement								RF-	195	(9)		

Rural Primary	COUNTY NAME	Lane		CODE 039	PROGRAM STAGE
---------	ROUTE NO. P	FEDERAL-AID 29*	STATE 18	U.S. ----	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
ROW								
ONST (CODE) 6201		"Eagle Creek-Klamath County Line Sec"	13.74	1,100,000	943,000	157,000		ROW-200' normal; Access control-none; parking restrictn none.
BY JLG		PROJECT TOTALS	13.74	1,100,000	943,000	157,000		

PPROVAL DATES

REMARKS

*OLD FAP 29

-over-

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

7-26-76

CARD	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2	1	SR 58, Klamath Co. Line, NW 13.74 mi		1850	3300	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7
3	High Type Pavement								RF-	195

CARD				
4	CLASS OF FEDERAL FUNDS	Rural Primary	COUNTY NAME	Lane	CODE 039 (14) (16)
	NAME OF URBAN AREA 17-31	---------	ROUTE NO. P	FEDERAL-AID 29* (32)	STATE 18 (36)	U.S. ---- (37) (41)

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Eagle Creek-Klamath County Line Sec"	13.74	1,100,000	943,000	157,000	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	13.74 (16)	1,100,000 (23) (24)	943,000 (33)	157,000	
1	14	PROGRAM APPROVAL DATES	JLG					REMARKS	

*OLD FAP 29

8430

13

July 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

NAL SIGNED BY
D. E. SWAN

SUBJECT Program Data Submission

We are submitting program data for the following three projects:

Item No. 111, Project No. RF-108(12), China Hat Rd.-Lava Butte Sec.
Item No. 112, Project No. RF-124(26), Thomas Cr.-Brookings Sec.
Item No. 113, Project No. RF-195(9), Eagle Cr-[illegible] Co. Line Sec.

It is the Oregon State Highway Division's intention to receive bids for these projects on August 26, 1976.

We request for each project the following:

(1) Concurrence that the project,caexcept Item No. 112, falls in the classification of nonmajor action as set forth in FHPM 7-7-2, papagraph 10e.

(2) Approval of the program for inclusion in the Federal-aid Rural Primary Highway Program.

JLG:pal
Enclosure

Cc: Alfred Shifley, Jr. (region 3)
C. M. Williams (region 4)

8430

18

ALL CLEAR 7/28/76
Donald L

ENVIRONMENTAL REVIEW

Section Eagle Cr - Klamath Co Line
Highway Willamette
County Lane Region
Type of Work Overlay
Funds FA

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ Requesting FHWA to clear this through FHPM 7-7-2 para 10e

DIVISION OF STATE LANDS: No

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes, there is a material source - It is on US Forest Service property so no DOGAMI permit is required.

FISH & WILDLIFE COMMISSION: No

CORPS OF ENGINEERS: None

DEPT. OF ENVIRONMENTAL QUALITY: Noise - O.K.

OTHER: Archeological: None

8230

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]-195(9)

STATE PROJECT NO.: Eagle Creek-Klamath County line

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: RF-113

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR
Inv | Inv | R/C | D/R | Sig | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-2-76

FEDERAL ROUTE NUMBER: Primary Route 29

STATE ROUTE NUMBER: Primary Route 18

GENERAL LOCATION:

SR58 Klamath County Line - N.W. 13.74 miles.

GENERAL DESCRIPTION OF WORK:

High Type Pavement (Code 6201 - Miles 13.74)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program approval
(TEC $1,100,000- FF $943,000)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-26-76 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE: 8-2-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-955

94

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
Eagle Cr-Klamath County Lin

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
PF-113

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
AUG 23 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED
8-4-76

DATE AUTHORIZATION EFFECTIVE
8-4-76

FEDERAL ROUTE NUMBER
Primary Route 29

STATE ROUTE NUMBER
Primary Route 18

GENERAL LOCATION:
SP 58 Klamath County Line - NW 13.74 miles

GENERAL DESCRIPTION OF WORK:
Paving (6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Permanent Pavement Striping (SF) $3000.
Stage Const Striping(SF) $2000.
Temporary Erasion Control(EW) $1000.
On the Job Training (EW) $800.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-2-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed avove as shown in your Estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $969,920. - Federal funds $831,609.

A signed copy of the Title sheet is returned herewith.

DATE
8-18-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-[illegible]

PRO 6-2

January 20, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rullen
Program Management Engineer

SUBJECT Minor Program Change
Project No. RF-195(9)
Lane County

We hereby request your approval of a minor program change on Item No. RF-113, Project No. RF-195(9), "Eagle Creek-Klamath Co. Line Section", as indicated below:

(1) Appropriation Code: Change to 010.

(2) Class of Federal Funds: Change to Consolidated Primary.

(3) Project No.: Change to F-195(9).

This action is necessary to release sufficient Rural Primary funds (073) to cover overruns in final voucher submissions on Projects F-RF-110(9) and F-RF-171(14).

CL:bb

cc: D. E. Swan

#7[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-195(9)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. RF-113

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-20-77

FEDERAL ROUTE NUMBER Primary 29

STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:
"Eagle Creek-Klamath County Line"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 1-20-77, I approve the program change as follows:

1) Appropriation Code: Change to 010.

2) Class of Federal Funds: Change to Consolidated Primary.

3) Project No.: Change to F-195(9)

DATE 1-24-77

SIGNATURE OF APPROVING OFFICIAL G.K. [illegible] for

TITLE Division Administrator

8430

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

. 205-7(34)304

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71006

COUNTY NAME
Clackamas & Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 11-23-76

DATE AUTHORIZATION EFFECTIVE: 1-7-77

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:
"SE Crystal Springs Blvd - S.E. Sunnyside Road"

GENERAL DESCRIPTION OF WORK:
Furnish and install Bikeway Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the amount of $4,000 - Federal Funds $3,700.

DATE: 2-10-77

SIGNATURE OF APPROVING OFFICIAL

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

-734

430

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(34)304

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71006

COUNTY NAME Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO
Kulien
FOR
Invs R/D D/R Sign Act File

DATE PS&E APPROVED 11-23-76

DATE AUTHORIZATION EFFECTIVE 1-10-77

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

"SE Crystal Springs - SE Sunnyside Road"

GENERAL DESCRIPTION OF WORK:

Relocate State Meter Pole Sta 611+50

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-71 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $300 - Federal Funds $275.

DATE 2-10-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1976-631-050

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8430

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 27, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Eagle Creek-Klamath Co. Line
Contract No. 8430
Request for Overrun

TO: E. S. Hunter
Deputy State Highway Engineer

A small excessive overrun of 0.15 percent (to 5.15 percent) is anticipated on this 13.74 mile overlay Primary Federal-aid project on the Willamette Highway. The work is only starting, but the overrun analysis submitted appears to be accurate so we should go ahead and present it.

Largest increase is in flagging. The bid item is for 750 hours and an additional 1,250 are expected due to truck traffic, long down grade, and construction operations concurrent at separated locations including more patching than anticipated. This latter work also contributes to an expected paving quantity overrun of over $7,000. In addition, about twice the authorized guard rail upgrading funding of $6,300 will be needed.

Most of the increase is at bid prices, so we expect no PCRB involvement. All the overrun will be federal participating.

A rough draft letter to the Transportation Commission requesting an increase of $43,322.95 to a new total of $884,664.40 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: April 29, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Eagle Creek-Klamath County Line
Contract No. 8430

A small excessive overrun of 5.15 percent is anticipated on this 13.74-mile overlay Primary federal-aid project on the Willamette Highway. The work is only starting, but revised estimates of quantities needed indicate overruns on several items.

Largest increase is $20,000 for flagging. The bid item is for 750 hours and an additional 1,250 are expected due to truck traffic, long down grade, and construction operations concurrent at separated locations including more patching than anticipated. This latter work also contributes to an expected paving cost overrun of over $7,000. In addition, about twice the authorized guardrail upgrading funding of $6,300 will be needed. All the overrun will be federal participating.

Your approval is requested for an increase of $43,322.95 to a new total of $884,664.40. This will be on the Consent Calendar for your approval at the May 17 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
C. M. Williams
George Bell
Max Klotz

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 280 days, within which to complete our Contract No. 8430, without the assessment of liquidated damages. The said contract is described as follows: Paving, Eagle Cr.-Klamath Co. Line, Willamette Highway, Lane County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: It has not been a typical year on the summit of 58 where the quarry for the above mentioned contract is situated. The snow was a good month later than normal at this location because of the late snow storms. For this reason and also for the fact that the time available for performance of this contract which all the work would have to be performed in 1977 was exceedingly short; and also for the fact that the quarry has not turned out as expected by all concerned parties.

Respectfully submitted,

F. H. McEwen Construction
Contractor

By Paul J. Bosnyk Paul J. Bosnyk

CONSENT OF SURETY

Date July 8, 1977

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert A. Ball
Attorney-in-fact Robert A. Ballin

(SEAL)

Tromp & McKinley Insurance
Resident Agent
Robert A. Ball

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8430 Contractor F. H. McEwen Construction Co.

Highway Willamette

Section Eagle Creek - Klamath County Line

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Contractor's schedule showed drilling to start June 1, 1977.
Drilling actually started June 27, 1977.
The delay was not the result of adverse weather or other conditions.

Recommended for Approval:

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8430
Project designation RF-195 (9)
State-Federal
Date awarded September 7, 1976
Work started - - - - -
Per cent completed None
Date
Calendar
No. of Workdays Allowed 250
Calendar
No. of Workdays Used 208 (7/16/77)
Calendar
No. of Added Workdays Requested 30

SP*6296-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8430

Salem, Oregon
July 26, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Eagle Creek-Klamath Line
Contract No. 8430
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

F. H. McEwen Construction Company requests a 30-day extension in their 250 day contract time because of alleged late winter snow storms in the project area and problems in developing the quarry. The contract time count started September 22, 1976, which was so late in the season that we did not expect much work to be performed last year. However, it seems the contractor has been slow in pursuing the work this year. As of the beginning of this month, about 78 percent of the contract time was elapsed and we were showing none of the work performed, although drills were working in the material source. The latest Weekly Report shows a force of only three men working on the project, at the material source.

The contractor has also recently submitted a notice of claim for alleged additional drilling and shooting costs in the quarry and added dozer time to select and supply the crusher. This will be denied, as the source involved is prospective and as yet, there has been no showing of the State withholding information or providing erroneous information as to the nature of the source. If the contractor pursues the claim further, some additional information might evolve which would change our response, but at this point, it does not appear to be well-founded. Consequently, the request for time extension does not appear to be well-founded either. We do not understand why the contractor did not resume work earlier this season, at least by early June.

The field recommends that this request be denied and we concur. Two hundred fifty days will expire in late August. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

71

8

July 28, 1977

F. H. McEwen Construction
86430 Franklin Boulevard
Eugene, OR 97405

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8430 for work on Eagle Creek-Klamath Line Section on the Willamette Highway in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied. We believe work could have resumed earlier this season. We are concerned that the project be completed in reasonably good construction conditions this season as intended. The contract time allowed will expire in late August.

If there are other reasons for time extension, or any basis to reconsider this request, please submit the pertinent facts to the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

cc St. Paul Fire and Marine
Insurance Company
500 N.E. Multnomah
Portland, OR 97232

JAB:fr ia

bc C. T. Keasey
Carl Williams
G. W. Martin
Robert Church
Richard Hacek

The above comments do not indicate a concern with the current procedure for approval of extra work orders or price agreements as we feel the present procedure is working satisfactorily. We also realize different interpretations as to whether a change is substantial or nonsubstantial will occur especially for those changes in the gray area of the definition. However, when appropriate, future change orders should reflect the above comments.

G.K. [illegible]
for G. L. Green

cc:
C. T. Keasey, Constr

8430-

Form FHWA-121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 5, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. RF-195(9)
Eagle Creek-Klamath County Line
Willamette Highway
Extra Work Order No. 2

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have approved Extra Work Order No. 2 as requested by your letter of November 18, 1977. This approval is in accordance with our delegated authority procedure for approval of change orders. This change was apparently initially determined to be non-substantial under our current operating procedures as our advance approval was not requested. In retrospect, this change order should probably have been considered to be a substantial change due to the change in scope of work (Mr. Bond's memorandum of October 4, 1977), the contract time element involved, and the change in method of payment.

Under the terms of the extra work order the asphaltic concrete patching material was furnished to the project and placed on a force account basis even though the contract had an asphaltic concrete mix item which presumably reflected the patching work to be done under the terms of the original contract. From review of the extra work order, it is not clear if it may have been more economical to adjust the bid price for the asphalt concrete mix rather than use the force account basis. We assume this determination has been made.

The weekly construction reports for the project indicate the contractor probably did not have his hot mix plant set up and available for production of the patching material when this material was required. This condition should not be a consideration for furnishing the material on a force account basis unless the contractor is willing to absorb any increased cost differential. We feel the contractor is responsible to submit a responsive bid based on appropriate work factors. These factors should include availability of the mix necessary for patching as required for the project.

NOTED
H.S. COULTER

[illegible]
[illegible] HWY ENGR

JAN 10 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8430 8

FORM 31-734-3001

OREGON STATE HIGHWAY DIVI N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eagle Creek - Klamath County Line

WEEK ENDING: January 14, 1978

SECTION PREFIX: 20-1085

HIGHWAY: Willamette

COUNTY: Lane

NAME OF JOB: Eagle Creek-Klamath County Line

KIND OF WORK: Paving

CONTRACTOR: F. H. McEwen Construction

CONTRACT NUMBER: 8430

FEDERAL AID PROJECT NUMBER: RF-195(9)

DATE OF CONTRACT: September 7, 1976

DATE WORK STARTED: September 30, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN ______ SUPERVISION

SPECIFIED WORK DAYS
work
SPECIFIED CALENDAR DAYS 250

WORK DAYS USED
work
CALENDAR DAYS USED 301½

SPECIFIED COMPLETION DATE: August 27, 1977

PERCENT OF TIME ELAPSED: 121

PROJECT AUTHORIZATION: $ 884,664.40

EXCLUSIVE OF ENGINEERING: $ 814,514.80

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 794,923.88

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______ %

ENGINEERING AUTHORIZATION: $ 70,149.60

ENGINEERING COST TO DATE: $ 75,642.56

PERCENT OF AUTHORIZATION: 107.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 21, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Patching	Class "C"	MAT'L. PROD.	Guardrail	Class"E"
	100		100	100	100	100	100

	Patching	Class "C"	MAINTENANCE MATERIALS	Guardrail	Class "E"
MILES IN PROJECT	13.74	13.74			13.74
MILES PARTIALLY COMPLETED	13.74	13.74			13.74
MILES COMPLETED	13.74	13.74			13.74
TOTAL ESTIMATED QUANTITIES (CONTRACT)	822 Tons	16,900 Ton	2,000 Tons	5,800 LinFt	22,200 Tons
TOTAL QUANTITIES CORRECTED TO DATE	822 Tons	16,615 Tons	2,111 Tons	5,122 LinFt	22,338 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	822 Tons	16,615 Tons	2,111 Tons	5,122 LinFt	22,338 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cloudy - Cold	0		
MONDAY 9	Cloudy - Cold	0		
TUESDAY 10	Cloudy - Cold	0		
WEDNESDAY 11	Cloudy - Cold	0		
THURSDAY 12	Cloudy - Cold	0		
FRIDAY 13	Cloudy - Cold	0		
SATURDAY 14	Cloudy - Cold	0		

Routing
RECEIVED
JAN 16 1978
CONSTRUCTION SECTION

Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

43 8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 23, 1979

FILE: CON 5 #8430

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: Memo to File

SUBJECT: Eagle Creek-Klamath County Line
FAP No. RF-195(9)
Contract No. 8430
Recomputed Price Adjustment for
Non-Spec. Class "C" A.C. Mixture

The price adjustment for non-spec. Class "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #9	Recomputed Amount
#12 - Class "C" A.C. Mixture	$2,391.43	$5,928.85

The difference in amount is $3,537.42. The amount to be credited to the project on a nonparticipating basis is $1,768.71.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Robert Pool
George Martin
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAR 27'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 81-734-3000

Sheet 49 -

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79- 3044
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. H. McEwen Const. Co. No. 8430
Submitted by Glenn Boyle
Source of Material Set #4, Roadway, W.B. Lane @ 5000' Elev. Sign
Sampled or inspected at To be used Class "C" A/C
Sampled or inspected by G. Boyle & T. Eiguren 3-20-79 ~~Thick~~ ~~Quantity represented~~ 3.0 in Bottom lift

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 83 P #40 - 13
P 3/4" - 100 P 1/4" - 63 P #200 - 6.6
P 1/2" - 92 P #10 - 32 Asphalt Content - 6.5 •
Moisture content at time of extraction - 0.21 %
• Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity 1st Comp: 2.31 2nd Comp: 2.39
Hveem "S" Value " : 44 " : 60
Percent Voids (Rice Method) " : 5.7 " : 2.4
Real Gravity (Rice Method) 2.45

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)

Wet psi = 854
Dry psi = 859
Index of Retained Str % = 100+
Bulk Specific Gravity = 2.29

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 20 Cm/100
Kinematic Viscosity @ 275° F. - 905 C.S
Absolute Viscosity @ 140° F. = 19,371 P

Report to:
☐ [illegible]
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For class "C" A/C mix design #77-10201 with OSHD job mix tolerance.

(1) Gradation is excess p#10. Asphalt Content is at a satisfactory level.
(2) Stability values are at a satisfactory level.
(3) Index of retained strength is at a satisfactory level.
(4) Asphalt recovery testing indicates asphalt in the mix has aged to a consistency expected for an AR4000 grade, something like that of a 6 to 8 year old pavement.
(5) Core had a layer of brown silt between lifts and mixed into "C" mix. Aggregates 100% asphalt coated.

John C. [illegible]

Form 81-734-3000 [illegible] 0~

OREGON STATE HIGHWAY DIVISION
MATERIALS CTION LABORATORY RECORD
BITUMINOUS CORES

Laboratory No. 79-3044.
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported April 27, 1979

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. H. McEwen Const. Co. No 8430
Submitted by Glenn Boyle
Source of Material Set #4, Roadway, W.B. Lane @ 5000' Elev. Sign - Good area
Sampled or inspected at To be used Class "E" A/C
Sampled or inspected by G. Boyle & T. Eiguren 3-20-79 ~~Quantity represented~~ Thickness 1.5 in. Top lift

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 83 P #40 - 13
P 3/4" - 100 P 1/4" - 64 P #200 - 7.5
P 1/2" - 97 P #10 - 22 Asphalt Content - 6.9 •
Moisture content at time of extraction - 0.66 %
• Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561) N.S.M.
Bulk Specific Gravity 1st Comp: 2nd Comp:
Hveem "S" Value " : " :
Percent Voids (Rice Method) " : " :
Real Gravity (Rice Method)

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)
Wet psi = 486
Dry psi = 440
Index of Retained Str. % = 91
Bulk Specific Gravity 2.25

Recovered asphalt by Abson Method (AASHTO - T-170)
Penetration @ 77° F. - 40 Cm/100
Kinematic Viscosity @ 275° F. - 630 C.S.
Absolute Viscosity @ 140° F. - 5715 P.

REPORT TO:
☒ [illegible]
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "E" A/C mix design #77-11903 with OSHD job mix tolerances.
(1) Gradation 7% excess p#10, 1.5% excess p#200. Asphalt content is at a satisfactory level.
(2) Not sufficient material for stability testing.
(3) Index of retained strength is at a satisfactory level.
(4) Asphalt recovery testing indicates asphalt in the mix has aged slightly less than expected for AR2000 in a 1½ yr. old pavemen
(5) Aggregates 100% asphalt coated.

John C. [illegible]

MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 3043
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. E. McEwen Const. Co. No. 643C
Submitted by Glenn Boyle
Source of Material Set #3, Roadway, 0.3 mi. West of Eagle Cr. Rd.
Sampled or inspected at
Sampled or inspected by G. Boyle & T. Figuren 3-20-79
To be used Class "C" A/C
~~Quantity represented~~ ~~Inches~~ 2.0 in. Bottom L.C.

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 80 P #40 - 11
P 3/4" - 100 P 1/4" - 54 P #200 - 7.1
P 1/2" - 97 P #10 - 22 Asphalt Content - 7.7 *
Moisture content at time of extraction - 0.80 %
* Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.27	2nd Comp:	2.33
Hveem "S" Value	" :	35	" :	55
Percent Voids (Rice Method)	" :	4.6	" :	
Real Gravity (Rice Method)		238	" :	2.1

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)

wet psi = 406
Dry psi = 364
Index of Retained Str. % = 90
Bulk Spec. Gravity = 2.19

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 50 Cm/100
Kinematic Viscosity @ 275° F. - 693 C.S.
Absolute Viscosity @ 140° F. - 4724 P.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "C" A/C Mix Design #77-10201 with OSHD job mix tolerances.

(1) Gradation 0.1% excess p#200, 0.8% excess asphalt content.
(2) Stability values are at a satisfactory level.
(3) Index of Retained Strength is at a satisfactory level.
(4) Asphalt recovery testing indicates asphalt in the mix has aged as expected for AR4000 in a 1½ yr. old pavement.
(5) Aggregates 100% asphalt coated.

John C. [illegible]

Form 81-734-3000

ORIGINAL 72

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
BITUMINOUS CORES

Laboratory No. A 3043.
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported April 27, 1979

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. E. McEwen Const. Co. No. 8430
Submitted by Glenn Boyle
Source of Material Set #3, Roadway, 0.3 mi. West of Eagle Cr. Rd. - Grade area
Sampled or inspected at
To be used Class "E" A/C
Sampled or inspected by G. Boyle & T. Eimuren 3-20-79 ~~Quantity represented~~ 1.6 in. Top
(C. [illegible])

Test results from 6" diameter cores.

Gradation: P 1" -	P 3/8" - 79	P #40 - 8
P 3/4" - 100	P 1/4" - 62	P #200 - 5.4
P 1/2" - 97	P #10 - 18	Asphalt Content - 7.4 •

Moisture content at time of extraction - 1.13 %
• Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561) N.S.M.

Bulk Specific Gravity	1st Comp:	2nd Comp:
Hveem "S" Value	" :	" :
Percent Voids (Rice Method)	" :	" :
Real Gravity (Rice Method)		

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)

Wet PSI = 401
Dry PSI = 361
Index of Retained Str % = 90
Bulk Sp. [illegible] = 2.30

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 34 cm/100
Kinematic Viscosity @ 275° F. - 909 Cs
Absolute Viscosity @ 140° F. - 10,224 P

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "E" A/C Mix Design #77-11903 with OSHD job mix tolerances.
(1) Gradation, 1% excess P3/8", 3% excess P#10; asphalt content is at a satisfactory level.
(2) Not sufficient material for stability testing.
(3) Index of retained strength is at a satisfactory level.
(4) Asphalt recovery testing indicates asphalt in the mix has aged as expected for AR8000 in a 1½ year old pavement.
(5) Aggregates 100% asphalt coated.

John C. [illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
BITUMINOUS CORES

Laboratory No. M-3042
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported April 27, 1979

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. E. McEwen Const. Co. No. [illegible]
Submitted by Glenn Boyle
Source of Material Set #2, Roadway, 300' West of M.P. 54.6 [illegible]
Sampled or inspected at
To be used Class "E" A/C
Sampled or inspected by G. Boyle & T. Figuren 3-20-79
Quantity represented ~~[illegible]~~ Variable

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 74 P #40 - 9
P 3/4" = 100 P 1/4" - 50 P #200 - 5.7
P 1/2" - 96 P #10 - 16 Asphalt Content - 6.5 *
Moisture content at time of extraction - 0.38 %
* Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.24	2nd Comp:	2.31
Hveem "S" Value	" :	33	" :	50
Percent Voids (Rice Method)	" :	7.1	" :	4.1
Real Gravity (Rice Method)		2.41		

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)

Wet psi = 450
Dry psi = 415
Index of Retained Str. % = 92
Bulk Specific Gravity = 2.30

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 114 Cm/100
Kinematic Viscosity @ 275° F. - 353 Cs.
Absolute Viscosity @ 140° F. - 1490 P.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "E" A/C Mix Design #77-11903 with OSHD job mix tolerance.

(1) Gradation 4% deficient P3/8", 1% excess P#10, 0.2% deficient asphalt content.
(2) Stability values are at a satisfactory level.
(3) Index of Retained Str. is at a satisfactory level.
(4) Asphalt recovery testing indicates that the asphalt in the mix is of a softer consistency than used in the paving which is likely the result of contamination from a petroleum product.
(5) Unable to obtain cores-mat'l. has approx. 30 to 40% of the larger aggregate uncoated.

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. B-3041
Data Sheet No. 22178
Prefix 20-1085
Laboratory charge [illegible]
F.A. Proj. RF-195(9)
Date received 3-29-79
Date reported April 27, 1979

Project Eagle Cr.-Klamath Co. Ln.
Highway Willamette
Contractor F. F. McEwen [illegible] Co.
Submitted by Glenn Boyle
Source of Material Set #1, Roadway, M.P. 54.6
Sampled or inspected at 15' Rt.
To be used Class "E" A/C
Sampled or inspected by G. Boyle & T. Figuren 3-20-79
Thickness ~~Quantity represented~~ [illegible]

Test results from 6" diameter cores.

Gradation: P 1" -
P 3/8" - 70
P #40 - 13
P 3/4" - 100
P 1/4" - 53
P #200 - 7.3
P 1/2" - 97
P #10 - 25
Asphalt Content - 7.4 •
Moisture content at time of extraction - 0.39%
• Includes 0.1 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.32	2nd Comp:	2.37
Hveem "S" Value	" :	37	" :	17
Percent Voids (Rice Method)	" :	2.5	" :	0.4
Real Gravity (Rice Method)		2.38		

Effect of Water on Cohesion of Compacted Bituminous Mixtures (AASHTO - T-165)

Wet psi = 415
Dry psi = 423
Index of Retained Str. % = 87
Bulk Specific Gravity = 2.32

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 42 Cm/100
Kinematic Viscosity @ 275° F. - [illegible] Cs
Absolute Viscosity @ 140° F. - 6409 p

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "E" A/C Mix Design #77-11903 with OSHD job mix tolerances.

(1) Gradation 10% excess p#10, 1.3% excess P#200, Asphalt Content is at a satisfactory level.
(2) Stability values are below design criteria.
(3) Index of Retained Strength is at a satisfactory level.
(4) Asphalt recovery testing indicates that asphalt has aged slightly less than expected for a 1½ yr. old pavement constructed with AR8000 grade.
(5) Unable to obtain cores as material would not hold together. Material has approx. 40% of the larger aggregate uncoated.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 26, 1979

FILE: S.C. 8430

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEW
Asst. Engineer of Materials

SUBJECT: Test Results for Pavement Cores, Eagle Creek-Klamath County Line Section, Cont. 8430

TO: Dale Allen
Regional Engineer

Testing has been completed on four sets of asphalt concrete cores sampled from the Eagle Creek-Klamath County Line project paved in 1977. The samples were cut from two sections of pavement immediately adjacent to ravelled areas and from two sections without distress. Enclosed are test reports #79-3041 through #79-3044 for the "E" mix surfacing and "C" mix leveling.

The test results indicate considerable variation in properties of the paving mix. All sections of pavement have a gradation deficiency with excess fine material. Asphalt recovered from the ravelled areas is of a soft to extremely soft consistency and from the good sections is of a slightly soft to an extremely hard consistency. Aggregates in the mix from the areas without problems are 100% asphalt coated and the ravelled areas are 60 to 70% coated. Based on the Index of Retained Strength test results, which are at a satisfactory level, the uncoated aggregate is not the result of conventional type stripping but is from asphalt contamination. Possible causes could be burner oil, truck bed diesel or silicone used in the "E" mix asphalt and "C" mix asphalt on the western portion of the project.

It is our opinion that all "E" mix with more than five percent uncoated aggregate should be removed and replaced. The extent of pavement with excess uncoated aggregate can be determined by coring or removal of areas adjacent to ravelling with a maintenance grader and inspection of the mix. After removal of the mix with uncoated aggregate and patching, the total surfacing should be chip sealed to protect the pavement from further deterioration.

JEW:gs

cc: C. T. Keasey
R. L. Schroeder
John Gunter

REE [illegible] [illegible] PLA FAE
RECEIVED
RIE GEO
RUE MAY 1 1979 RDE
RSO REGION 4 RBE
ASSIGNED______________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: #18 20-03

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 2, 1979

FROM: Dale D. Allen
Region Engineer

TO: R. L. Schroeder
Asst. State Highway Engineer

SUBJECT: Eagle Creek-Klamath County Line
West Side Willamette Pass

You have received a copy of John Jenkins April 26 report on the above section.

This office will proceed this week to identify the sections of pavement that the lab recommends be removed. (Those sections with more than five percent uncoated aggregate.) This investigation should take one week to ten days and will determine what percent of the pavement is good or bad. From these figures, we can make a decision whether repairs can be made by maintenance and equipment rental (grinder) or will require a formal contract.

What we have asked the crew to do is log and plot the obvious damaged sections (square yards) and then through coring or other means check the "good" areas to determine if they have uncoated aggregate. Net result will be a plan showing square yards of pavement to be removed.

DA:mr

cc: E. S. Hunter ✓
J. C. Jenkins
W. W. Robertson
John Gunter
Bud Shirley, w/copy of report

cc Verstrig
Mockrevig
5-3-79

RECEIVED
TECHNICAL SERVICES
MAY 3 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Table 10 Estimated Bid Prices for Asphalt Overlay Project

Item Description	Unit	Quantity	Bid Price	Amount
Hot Bit. Open Graded Plant Mix Seal	SY	148,984.000	$0.86	$128,126.24
Hot Bit. Mixture Surface Course (1½ inches)	T	12,291.000	16.00	196,656.00
Hot Bit. Mixture Combination Leveling and Binder Course (1½ inches)	T	12,291.000	15.00	184,365.00
Granular Material	CY	4,174.000	4.00	16,696.00
Maintenance of Traffic	LS	1.000	22,500.00	22,500.00
Traffic Stripe (Continuous White)	M	20.091	130.00	2,611.83
4-Inch Thermoplastic Traffic Stripe (Skip Yellow)	M	9.956	650.00	6,471.40
4-Inch Thermoplastic Traffic Stripe (Continuous Yellow)	M	6.329	2,000.00	12,658.00
Mobilization	LS	1.000	25,000.00	25,000.00
			Total:	$595,084.47

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

The results from this project have shown that old asphalt pavement can be successfully rehabilitated using the surface recycling method. Also, there were significant savings in money, energy, and natural resources over an overlay operation. Specific conclusions were found as follows:

1. After the heater-scarifier had passed over the old pavement, the pavement's appearance was that of new asphalt pavement. The scarification depth obtained behind the first machine was found to be approximately 0.55 inches which exceeded the ½-inch requirement. Rain, wind, and cool weather were found to be a deterrent during the heating-scarification phase. The production rate of the surface recycling operation was found to be 1182 sq. yds./hr. From core samples, the mean value of the test density on the combined recycled mix was found to be approximately 143 pcf. No cracks were found on the surface of the new pavement 3 months after completion of the open graded surface course. However, there was an indication that slight rutting has begun to take place after completion of the project.

2. Based on an economic analysis, it was determined that an overlay of the pavement would have cost $232,230.70 more than that bid on the recycled project. Also, approximately 1565 additional man-hours would have been required for an overlay operation for state field engineering.

3. It was determined that by constructing a surface recycling project instead of an overlay, there was a savings of 15,715,966,407 Btu of energy. The overlay project would have required approximately 2½ times as much energy as was used on the surface recycling project.

4. The Present Serviceability was increased from approximately 3.6 to 4.3 during this restoration process.

man-hours required for preliminary engineering was 281 for the surface recycling compared to 1,846 man-hours necessary for the conventional overlay project. Thus, it is quite obvious that fewer men were required for a shorter duration during the surface recycling project which resulted in a cost savings.

ENERGY CONSUMPTION

The energy used during the asphalt surface recycling project and that used to place the open graded friction course are summarized in Appendix B. These energy computations generally followed that given in Reference 2. It was found that during the recycling operation 6,363,684,583 Btu's of energy were expended. Also, the placement of the open graded course required 4,211,426,115 and when added to the recycling operation, this amounted to a total of 10,575,110,698 for the complete asphalt surface recycling project. The estimated amount of energy that would have been used on a conventional overlay project is also summarized in Appendix B. This overlay project consists of placing 3 inches of asphalt in addition to placing 3 inches of granular material on the 4-foot wide shoulders. The estimated amount of energy used for the overlay was 22,079,650,990 and when added to that used for the open graded course amounts to 26,291,077,105 Btu. Thus, by constructing the surface recycling project rather than an overlay project, there was a savings of 15,715,966,407 Btu of energy. The overlay project would have required approximately 2½ times as much energy as was used on the surface recycling project.

CONSERVATION OF NATURAL RESOURCES

After computing the amount of hot mix, aggregate, and liquid asphalt used on the recycling operation and overlay operation, the resulting savings of natural resources by constructing the recycling project are summarized as follows:

Hot Mix:	20,438 tons
Aggregate for Mix:	19,293 tons
Aggregate for Shoulders:	8,452 tons
Liquid Asphalt:	268,946 gallons

Table 9. Bid Prices for Asphalt Surface Recycling Project

Item Description	Unit	Quantity	Bid Price	Amount
Hot Bit. Open Graded Plant Mix Seal	SY	148,984.000	$0.86	$128,126.24
Heating, Scarifying, and Mixing Existing Pavement	SY	148,984.000	0.70	104,288.80
Hot Bit. Mixture Surface Course (½-inch)	T	4,097.000	17.50	71,697.50
Maintenance of Traffic	LS	1.000	17,000.00	17,000.00
Traffic Stripe (Continuous White)	M	20.091	130.00	2,611.83
4-Inch Thermoplastic Traffic Stripe (Skip Yellow)	M	9.956	650.00	6,471.40
4-Inch Thermoplastic Traffic(Continuous Yellow)	M	6.329	2,000.00	12,658.00
Mobilization	LS	1.000	20,000.00	20,000.00
			Total:	$362,853.77

an open graded surface course was added to provide improved rideability, and water dissipation.

This study was directed toward the accumulation of data associated with all areas of the surface recycling method. This included visual and performance tests which were conducted prior to and after the recycling operation was completed. Various desk type studies were also conducted concerning the economics and energy consumption of the recycling operation. Results of the rehabilitation of the pavement by the surface recycling method are presented and discussed, and conclusions and recommendations are presented based on these results.

EVALUATION OF EXISTING PAVEMENT

HISTORY OF CONSTRUCTION AND MAINTENANCE

The pavement as originally built on this 10.7 mile long project was 7 inch-5 inch-7 inch thick joint slabs of portland cement and concrete construction and was 20 feet wide comprising two 10-foot lanes (Figure 1). The 40-foot long concrete slabs were reinforced with wire mesh and a doweled expansion joint was provided at the end of each slab. The original construction began in April, 1938 and was completed in May, 1939. In June, 1970, an asphalt overlay project was let for this stretch of highway and was completed in February, 1971. During this overlay project, the road was widened to 24 feet thus providing two 12-foot lanes. The overlay consisted of 1½ inches of leveling course, 1½ inches of binder course, and 1½ inches of surface course for a total asphalt overlay thickness of 4½ inches.

Since 1971, maintenance on the asphalt pavement has consisted principally of sealing cracks. In this regard, most of the sealing work was directed toward the cracks occurring in the asphalt over the old slab joints.

ECONOMIC AND ENERGY EVALUATION

ECONOMIC ANALYSIS

The bid prices as quoted for the contract on the asphalt pavement surface recycling project are listed in Table 9. The total cost bid on this project was $362,853.77. A description of the various items required to complete the project is also summarized in the table. Likewise, the estimated bid prices to complete a conventional asphalt overlay project are given in Table 10. The total estimated cost for the overlay project was $595,084.47 or an additional $232,230.70 more than the surface recycling project. The major additional costs in the overlay project were the additional asphalt required (3 inches thick) and the granular material required to build up the shoulders.

An additional cost and man-hours required have been estimated for the preliminary engineering requirements for state field personnel on both the surface recycling project and a conventional overlay project. The costs and man-hours required for each type of construction project are summarized in Table 11. The estimated preliminary engineering costs for the surface recycling project was $3,124 compared to $12,091 for the conventional overlay project. Also, the

INTRODUCTION

BACKGROUND

Rising cost of construction materials, decreasing highway revenues, the energy crisis, and possible depletion of usable aggregate supplies have generated a serious need for responsible state and local agencies to conserve available materials, reduce construction costs, and use a minimal amount of energy in accomplishing these goals. One method of approach to accomplish these goals for reconstruction and rehabilitation of pavements appears to be in the process of recycling asphalt pavement. There are three methods of recycling asphalt pavement; hot-mix recycling, cold-mix recycling, and surface recycling.

The Mississippi State Highway Department (MSHD) has used the surface recycling process to correct surface problems on an existing asphalt pavement rather than use the normal construction method of asphalt overlay with entirely new materials. At the inception of this project, it was believed that utilization of the surface recycling method would accomplish the purpose of correcting asphalt surface problems as well as a hot-mix overlay would, and at the same time possibly conserve materials and energy at a reduction in cost.

A number of recycling projects have been conducted in the United States by state and local agencies. However, the project described herein was the first of this type conducted by the MSHD.

OBJECTIVES

Results from pre-construction visual inspection and core samples of the project indicated that the structural integrity of the asphalt pavement was sufficient but that there were wheel rutting and cracking problems in the inplace mixture. Thus, the primary objective of this project was to correct surface rutting and cracking problems by heating, scarifying, remixing, relaying, and compacting the existing bituminous pavement with the addition of new hot bituminous mixture as necessary. Secondary objectives of this recycling project were to conserve materials and energy at the same time reduce costs while a desirable asphalt mixture with suitable surface characteristics was obtained. To ascertain the successful meeting of these objectives, pertinent data was obtained during a research study and reported herein for the various facets of the recycling project.

SCOPE

The asphaltic concrete pavement that was surface recycled was located on U.S. Highway No. 61 just south of Natchez, Mississippi. This two-lane project started at the intersection of U.S. 61 and State Route 555 and continued south in Adams County for approximately 10.7 miles to the Wilkinson County Line.

This project involved heating and scarifying the present surface to a depth of approximately 1½ inches. During the heating-scarifying-mixing operation, new bituminous surface course mixture was added at the rate of 55 pounds per square yard (approximately ½-inch of new material) and mixed uniformly with the existing heated and scarified mixture. After the recycling process had been completed,

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No.

2. Government Accession No.

3. Recipient's Catalog No.

4. Title and Subtitle
Experimental Project - Surface Recycling of Asphalt Concrete Pavement (Progress Report)

5. Report Date

6. Performing Organization Code

7. Author(s)
James D. Webb
Gayle E. Albritton
Thomas L. Chance

8. Performing Organization Report No.

9. Performing Organization Name and Address
Research and Development Division
Mississippi State Highway Department

10. Work Unit No.

11. Contract or Grant No.

12. Sponsoring Agency Name and Address
U. S. Department of Transportation
Federal Highway Administration
Region 15
Demonstration Projects Division

13. Type of Report and Period Covered

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

The primary objective of this project was to correct surface rutting and cracking problems by heating, scarifying, remixing, relaying, and compacting the existing bituminous pavement with the addition of new hot bituminous mixture as necessary. This operation was accomplished using two recycling machines. The results from this project have shown that old asphalt pavement can be successfully rehabilitated using the surface recycling method. The scarification depth behind the lead recycling machine was found to be approximately 0.55 inches on the average. The production rate of the surface recycling operation was found to be 1182 sq. yds./hr.

Based on an economic analysis, it was determined that the recycling project saved in excess of $200,000 over an overlay project. Also, it was determined that an overlay project would have required approximately 2½ times as much energy as was used on the surface recycling project.

17. Key Words
Flexible Pavement Rehabilitation, Asphalt Recycling, Surface Recycling

18. Distribution Statement
Unlimited

19. Security Classif. (of this report)
Unclassified

20. Security Classif. (of this page)
Unclassified

21. No. of Pages

22. Price

Form DOT F 1700.7 (8-69)

PROGRESS REPORT

EXPERIMENTAL PROJECT
SURFACE RECYCLING OF ASPHALT CONCRETE PAVEMENT

By

James D. Webb
Gayle E. Albritton
Thomas L. Chance

RECEIVED
MAY 14 1979
ROAD DESIGN SECTION
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
Wakerlig
Do Not File ☐
Return To
Bring
Action

Conducted by

Research and Development Division
Mississippi State Highway Department

In cooperation with the

U. S. Department of Transportation
Federal Highway Administration
Region 15
Demonstration Projects Division

The information contained in this reprint was copied from Demonstration Projects Program; Technology Transfer FHWA A-DP-39-12 (March, 1979)

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 9, 1979

FILE: #18 20-03

FROM: Dale D. Allen
Region Engineer

TO: J. H. Versteeg
Design Engineer

SUBJECT: Eagle Creek-Klamath County Line
West Side, Willamette Pass

On May 2 and 3, we obtained 51 core samples from the overlay on the above project to determine the condition of the pavement that has not shown signs of raveling.

Visual inspection of these cores indicate to me that on 80-90 percent of the overlay, the asphalt in the mix has migrated to the top (1/2 to 3/4 inch) of the "E" mix. This leaves the bottom half (3/4 inch) of the mix with uncoated aggregate (loose clean rock).

Most of the 12-mile overlay is, therefore, susceptible to raveling and corrective action would be beyond the scope of maintenance. We recommend a formal contract be prepared to make the necessary repairs. The lab picked up all the cores for further evaluation.

DA:mr

cc: ~~E.~~ S. Hunter
J. C. Jenkins
J. L. Gunter
A. E. Shirley

✓ Versteeg
Anderson
Christensen
Olsen
Sullivan
Torpin
Trout
[illegible]

RECEIVED
MAY 11 1979
ROAD DESIGN SECTION

Bring up 5-25-79 +

5-11-79

Versteeg
Als obtain the ~~[illegible]~~ surfacing design from Gregg and the lab. recommendations for correcting this project. and then lets discuss when and how" Ed.

RECEIVED
TECHNICAL SERVICES
MAY 11 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3060

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

A/C Cores

Laboratory No. 79- 6345
Data Sheet No. 21781
Prefix 5801-700
Laboratory charge $ 51.00

Project Silver Falls Inter—Aumsville, I.C.
Highway No. Santiam OR. 22
Contractor Roy L. Houck No.
Date received 5/10/79
Submitted by W. Fretwell
Date reported June 5, 1979
Source of Material No. Santiam Sand & Gr. #22-2-2
Sampled or inspected at street To be used Class "E" A/C
Sampled or inspected by P. Hockett Quantity represented sampled 5/10/79

Set. #	Location	% coating
1.	Sta. 420 ℄	100 %
2.	Sta. 475 - 1' Lt.	100 %
3.	Sta. 520 - 1' Lt.	95 %

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
3X☐ Files
X Dale Allen
X R. J. Van Cleave

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 79- 6344
Data Sheet No. 22341
Prefix 20-1085
Laboratory charge $51.00

A/C Core:
Project Eagle Cr. – Klamath Co. Line
Highway Willamette U.S. 58
Contractor Roy L. Houck No.
Submitted by R.J. Van Cleave
Source of Material MP. 62.16 #18-65-4
Sampled or inspected at street
Sampled or inspected by Eiguren & Lein

Date received 5/17/79
Date reported June 5, 1979
To be used Class "E" A/C
Quantity represented Sampled 5/11/79

Set #	location	% coating
1.	5000' Elev.	50%
2.	MP. 54.6 W.B.	25%
3.	MP. 54.6 E.B.	95%
4.	MP. 50.0	50%
5.	MP. 49.0	80% – aggregate from different source.
6.	Collier Park – Williamson Riv.	90% – different contract but same paving plant and equipment

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer Dale Allen
- ☐ District Engineer
- 3X ☐ Files
- X R. J. Van Cleave

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

Laboratory No. 79- **6323**

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

A/C cores

Data Sheet No. None

Prefix 20-1085

Laboratory charge $340—

Project Eagle Cr.-Klamath Co. Line

Highway Willamette # US 58

Contractor Roy L. Houck No.

Date received 5/7/79

Date reported June 5, 1979

Submitted by R. Van Cleave

Source of Material MP. 62.16 # 18-65-4

Sampled or inspected at street

To be used Class "E" A/C

Sampled or inspected by T. Eiguren

Quantity represented Sampled 5-2,3,4-1979

East Bound		West Bound	
M.P. - % Coating	M.P. - % Coating	M.P. - % Coating	M.P. - % Coating
50.74 - 95+	58.67 - 75 ±	51.00 - 85 ±	59.84 - 75 ±
51.23 - 45 ±	59.17 - 75 ±	51.42 - 50 ±	60.34 - 90 ±
52.04 - 35 ±	59.76 - 50 ±	51.86 - 45 ±	60.80 - 85 ±
52.40 - 35 ±	60.27 - 35 ±	52.26 - 85 ±	61.28 - 75 ±
52.77 - 95 ±	60.73 - 35 ±	52.68 - 25 ±	61.64 - 30 ±
53.13 - 25 ±	61.25 - 75 ±	53.12 - 25 ±	
53.50 - 95+		53.54 - 35 ±	
53.95 - 50 ±		53.85 - 75 ±	
54.39 - 95+		54.36 - 90 ±	
54.75 - 35 ±		54.79 - 50 ±	
55.12 - 25 ±		55.26 - 30 ±	
55.48 - 35 ±		55.71 - 70 ±	
56.05 - 35 ±		56.57 - 60 ±	
56.47 - 35 ±		57.26 - 70 ±	
56.54 - 95+		57.76 - 30 ±	
57.20 - 35 ±		58.22 - 50 ±	
57.60 - 35 ±		58.58 - 20 ±	
58.01 - 35 ±		58.96 - 30 ±	
58.28 - 50 ±		59.49 - 50 ±	

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Dale Allen
☐ Resident Engineer
☐ District Engineer
3X☐ Files
X R. J. Van Cleave

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 5, 1979

FILE: S.C. 8430

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Inspection of Cores Sampled
from Eagle Creek-Klamath Co.
Line Section, Cont. #8430

TO: Dale Allen
Regional Engineer

Forty-nine asphalt concrete cores from Class "E" paving on the Eagle Creek-Klamath County Line Section of the Willamette Highway have been evaluated for percent asphalt coating of aggregates. In order to make a comparison with mixes from other projects without problems, cores were obtained and evaluated from the Silver Falls Int.-Aumsville Jct. Section of the North Santiam Highway and the Collier State Park-Williamson River Section of Highway #97. Paving on each of the three 1977 projects was by Roy L. Houck Co. and Chevron asphalt was used except for Witco asphalt on the Highway #97 paving. Enclosed are reports #79-6323, #79-6344 and #79-6345.

Visual inspection of asphalt coating on coarse aggregate from the Willamette Highway paving indicates a wide range of percent coating. The coating ranges from 25 to 95 percent with 30 of the 49 cores having 50 percent or less coating. The Santiam Highway and Highway #97 paving has 95 to 100 percent and 90 percent coating.

Cores from the projects have been shipped to the U.S. Department of Energy laboratory in Laramie, Wyoming for evaluation of the asphalt properties. The samples have been received by the laboratory and testing will begin this week. The testing will be used for research purposes.

The core evaluation indicates that the asphalt stripping problem is throughout the paving and is not restricted to localized areas. This rules out the option for positive repair by removal of localized sections with severe stripping and patching.

The two options that we propose for consideration are: (1) complete removal of the total paving and construction of a dense graded overlay, (2) patching the raveled out areas, followed by an application of a penetrating type emulsion to fill the voids in the total pavement and sealing the total section of pavement with an oil mat chip seal. The second option is of lower cost, however, there is the possibility that the pavement serviceability will be less than that for the first option.

cc: C. T. Keasey
E. S. Hunter

BU 2-1-80
18

STATE OF OREGON **INTEROFFICE MEMO**

Road Design Section 378-6558
DEPT. TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: June 11, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Surface Treatment and Overlays
Eagle Creek-Klamath County Line
Willamette Highway

1 Versteeg ✓
Anderson
2 Christensen [illegible]
Olson
Ad 3 Sullivan JWS
Terpin
[illegible] A
Wakerlig

RECEIVED
JUN 25 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up 2/1/80
Action

The recommended treatments for this 12 mile section of the Willamette Highway are:

1. Complete removal of the existing "E" Mix pavement is recommended. Core evaluation indicates an asphalt stripping problem throughout the 12 mile section. The aggregate coating ranges from 25% to 95% with 30 of the cores taken having less than 50% coating.
2. Based on the deflection tests made prior to the "E" Mix overlay, it will require a 3" overlay for a 20 year design. In addition, a minimum of 1" asphalt concrete leveling coarse should be provided.

6-21-79

Reg. III has now patched ($50,000)

We will observe the results and make a determination next year as to what needs to be done if anything

JHV:ab

ESH

cc Wilson
Versteeg
Shirley

RECEIVED
TECHNICAL SERVICES
JUN 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Im	Act	File

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each Federal-aid primary, urban and Interstate system project involving construction performed under contract awarded by competitive bidding, except projects for which the total final construction cost of roadway and bridge is less than $500,000 and projects consisting primarily of (1) the installation of protective devices at railroad grade crossings, or (2) highway beautification.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

State Copy

FORM APPROVED
OMB NO. 04-R-5724

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon - 8430	COUNTY Lane	FEDERAL PROJECT NO. * RF-195(9)	* URBAN ( ) RURAL (X)

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED * September 22, 1976
20	FINAL CONSTRUCTION COST*	DOL.	791,956		DATE COMPLETED * October 21, 1977
21	LENGTH OF PROJECT	MILES	13.740		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM	LABOR * *(Roadway and Bridges Combined)*	TOTAL MAN HOURS	GROSS EARNINGS
30		17601	241,483

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	364,521	
	9	PETROLEUM PRODUCTS *	GAL.	127,500	
	1	CEMENT	BBL.	1200	
CARD C	2	AGGREGATES PURCHASED	TON.	2000	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	725,615	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	60,000	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	140	
	15	AGGREGATES PRODUCED	TON	44,000	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	2776	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	DESCRIPTION	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT		
CARD J	13	CONCRETE PIPE		
CARD K	14	CLAY PIPE AND DRAIN TILE		
CARD L	25	CORR. ALUMINUM CULVERT	6	1325
CARD M	26	CAST IRON PIPE		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel
48 52 | 53 61 | 62 70

* MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 6-78)

U.S. [illegible] OFFICE: 1974 — 752-828

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 10-10-79	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. RF-195(9)
COMPLETION DATE 10-21-77	ACCEPTANCE DATE BY CONTRACT AGENCY 8-22-79	TIME ELAPSED $\frac{301.5}{250} = 121\%$	CONTRACT TIME 250 CWD
APPROVED EXTENSIONS None	LOCATION Approximately 13 miles SE of Oakridge Lane County, Oregon		

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAGLE CREEK - KLAMATH COUNTY LINE
WILLAMETTE HIGHWAY

Paving

This project provided for the paving of the existing road and other work incidental to this type of project. The project was approximately 13.74 miles in length.

The final cost of the original contract items was $721,765.63. The original bid amount was $727,170.00, and so the final amount of the original contract items slightly underran the bid amount. The final cost of the project including all engineering and changes was $881,956.16 which is an underrun of the project authorization of $884,664.40.

The contractor overran the contract time by 51½ days and was assessed $7,725.00 ($150.00 per day) of liquidated damages.

The State's materials certification for this project indicates certain field revisions may have been made to the mix design for the class "E" mixture without notification of the central materials laboratory. This would be considered to be an isolated instance as, normally, field revisions are not made to mix designs without prior consultation with the central laboratory.

All participating work has been completed. All signing and striping has been completed.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-11-79	TITLE Field Operations Engineer	DATE 10-11-79

Eagle Creek-Klamath County Line
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

Subtotal	$740,270.00
Engineering	99,936.00
Total	$840,206.00

Length of Project - - - - - - - - - - -	13.74 Miles
Cost of Roadway Per Mile - - - - - -	$61,150.36

Federal Funds -	$720,392.00
State Funds -	119,814.00
Total Cost	$840,206.00

Group 1	100%
Contract No.	8430
Prefix No.	20-1085

G-file

Oregon State Highway Division
Salem, Oregon, September 9, 1976

Federal-Aid Project
No. RF-195(9)

Eagle Creek-Klamath County Line Section
Willamette Highway
Lane County

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 48.33 to M.P. 62.07)

Furnish Field Laboratory	1	only	1,000.00	$ 1,000.00
Mobilization	All	Required		41,000.00
Temporary Protection and Direction of Traffic	All	Required		7,500.00
Temporary Signs	438	sq.ft.	6.50	2,847.00
Temporary Barricades	18	only	66.00	1,183.00
Flagmen	750	hour	16.00	12,000.00
Pilot Car	250	hour	25.00	6,250.00
General Excavation	3,200	cu.yd.	5.00	16,000.00
Trench Excavation	90	cu.yd.	10.00	900.00
Watering	140	M-gal.	10.00	1,400.00
1"-0 Aggregate Base	8,150	ton	4.25	34,637.50
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	16,900	ton	8.25	139,425.00
Class "E" Asphalt Concrete Mixture	22,200	ton	9.00	199,800.00
Asphalt Cement in Mixture	2,650	ton	82.00	217,300.00
Portland Cement or Lime Additive in Class "E" Mixture	220	ton	75.00	16,500.00
Asphalt in Tack Coat	45	ton	125.00	5,625.00
6-inch Drain Pipe	800	lin.ft.	5.00	4,000.00
Special Filter Material in Drains	85	cu.yd.	10.00	850.00
Raise Guard Rail, Type 2	5,400	lin.ft.	1.00	5,400.00
Raise Guard Rail, Type 3	450	lin.ft.	2.15	967.50
Delineators	740	only	17.00	12,580.00
				$727,170.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All	Required	$ 3,000.00
Stage Construction Striping (S.F.)	All	Required	2,000.00
Temporary Erosion Control (E.W.)	All	Required	1,000.00
On-the-Job Trainee (1 at $800)(E.W.)	All	Required	800.00
Upgrading Guard Rail (E.W.)	All	Required	6,300.00
			$ 13,100.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. RF-195(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58, Klamath Co. Line, N.W. 13.74 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	13.74
OTHER *(Specify)*		

FUNDS Pro-rata 85.74%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$840,206	$720,392

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GEN. FILES

Oregon State Highway Division
Salem, Oregon, January 4, 1978

Federal Aid Project
No. F-195(9)

EAGLE CREEK-KLAMATH COUNTY LINE SECTION
WILLAMETTE HIGHWAY
LANE COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 48.33 to M.P. 62.07)

Subtotal on previous estimate of September 9, 1976 $740,270.00

Previous Estimate			
Temporary Signs	438 Sq. Ft.	$ 6.50	$ 2,847.00
Flagmen	750 Hour	16.00	12,000.00
Asphalt Cement in Mixture	2,650 Ton	82.00	217,300.00
Asphalt in Tack Coat	45 Ton	125.00	5,625.00
EWO Upgrading Guard Rail	All Required		6,300.00
			$244,072.00

Revised Estimate			
Temporary Signs	1,010 Sq. Ft.	$ 6.50	$ 6,565.00
Flagmen	1,520 Hour	16.00	24,320.00
Asphalt Cement in Mixture	2,700 Ton	82.00	221,400.00
Asphalt in Tack Coat	81 Ton	125.00	10,125.00
PA 1 Upgrading Guardrail	All Required		12,167.38
			$274,577.38

Increase	$ 30,505.38
Subtotal	$770,775.38
Engineering	104,024.62
Total	$874,800.00

Length of Project - - - - - - - - - - - - - - - - - - - 13.74 Miles

Cost of Roadway Per Mile - - - - - - - - - - - - - - - $63,688.12

Federal Funds - $750,578.00
State Funds - 124,222.00

Total Cost $874,800.00

Pro-rata	(85.8%)
Group 1	100%
Contract No.	8430
Prefix No.	20-1085

8430

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1 - 31		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	1-10-78	Project Number F-195(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 840,206	$ 874,800
Federal funds	$ 720,392	$ 750,578
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of January, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By EJ Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Gen File

Oregon State Highway Division
Salem, OR October 31, 1979

Federal Aid Project
No. F 195(9)

Eagle Creek-Klamath Co. Line Section
Willamette Highway
Lane County

Revised Project Agreement Estimate

Type Code 6201
Roadway (MP 48.33 to MP 62.07)

Subtotal on previous estimate of Jan. 4, 1978			$ 770,775.38
Previous Estimate			
6-inch Drain Pipe	800 Lin. Ft.	5.00	$ 4,000.00
Revised Estimate			
6-inch Drain Pipe	1,325 Lin. Ft.	5.00	$ 6,625.00
		Increase	2,625.00
		Subtotal	773,400.38
		Engineering	105,099.62
		Total	$ 878,500.00

Length of Project.	13.74 miles
Cost of Roadway Per Mile . . .	$63,937.41

Federal Funds	$753,750.00
State Funds	124,750.00
Total	$878,500.00

Group 1 - 100%
Contract No. 8430
Prefix 20-1085

8'15

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-48

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Lane

Project Number F-195(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Sept. 20, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 874,800.00	$ 878,500.00
Federal funds	$ 750,578.00	$ 753,500.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction bid item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

ByXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: November 15, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project RF-195(9)
Eagle Creek - Klamath County Line
Willamette Highway - Final Acceptance

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached is our final acceptance of this completed Federal-aid project.

The materials certification for this project indicates AR4000 with silicone was used for over half the class "E" mixture produced for the project. The mix design recommended AR8000 grade asphalt. We are concerned with an apparent unilateral field revision to the laboratory mixture recommendations, especially in view of the poor performance of the Class "E" mixture on this project. We feel significant field revisions to asphaltic concrete mixtures should not be made without prior recommendation from the laboratory.

Other factors that undoubtedly had a bearing on the poor performance and durability of this pavement include the quality and moisture content of the aggregates and time of placement.

We would appreciate your review and evaluation of this pavement and an indication of the steps you have taken to prevent recurrence.

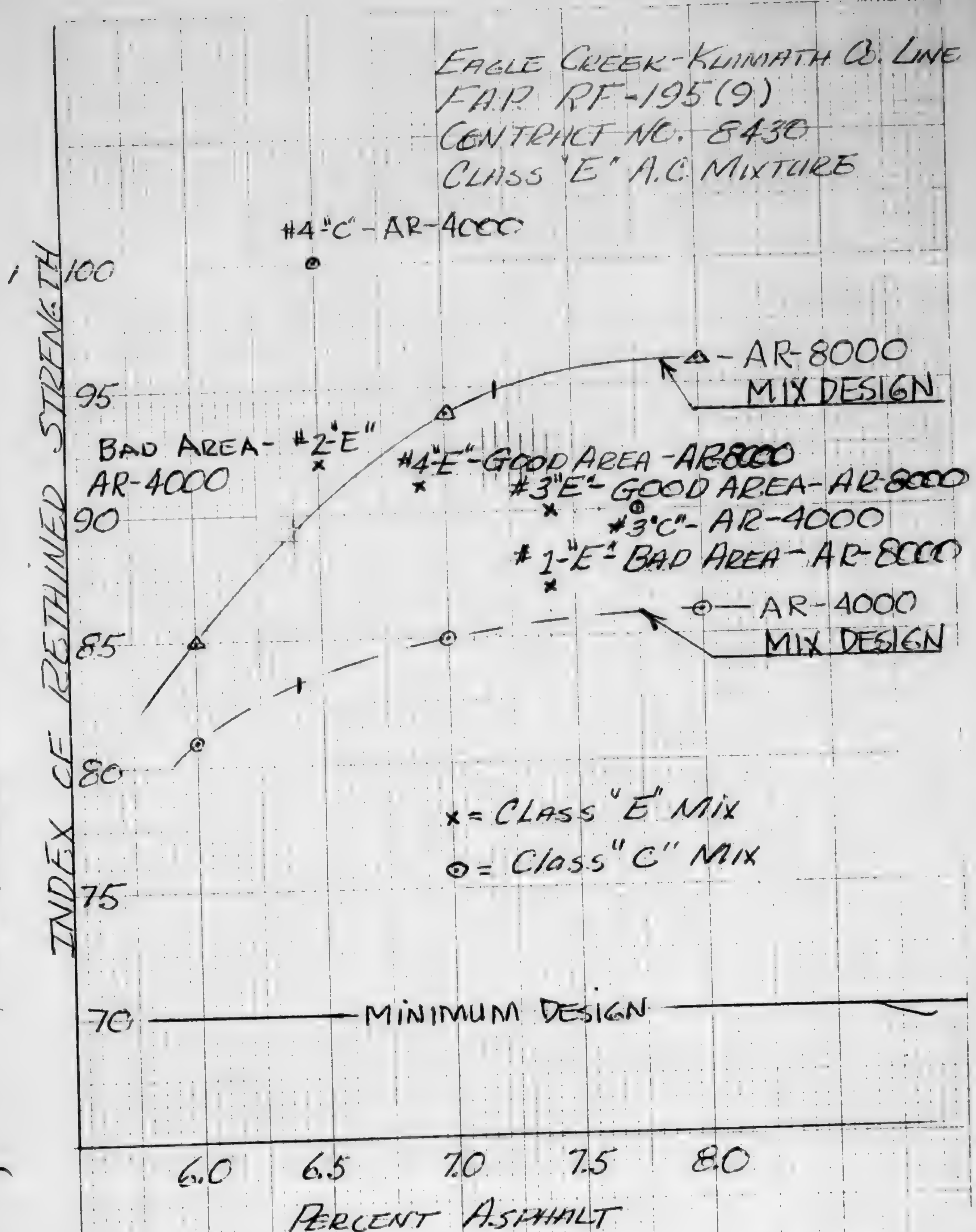
G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
NOV 19 '79
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

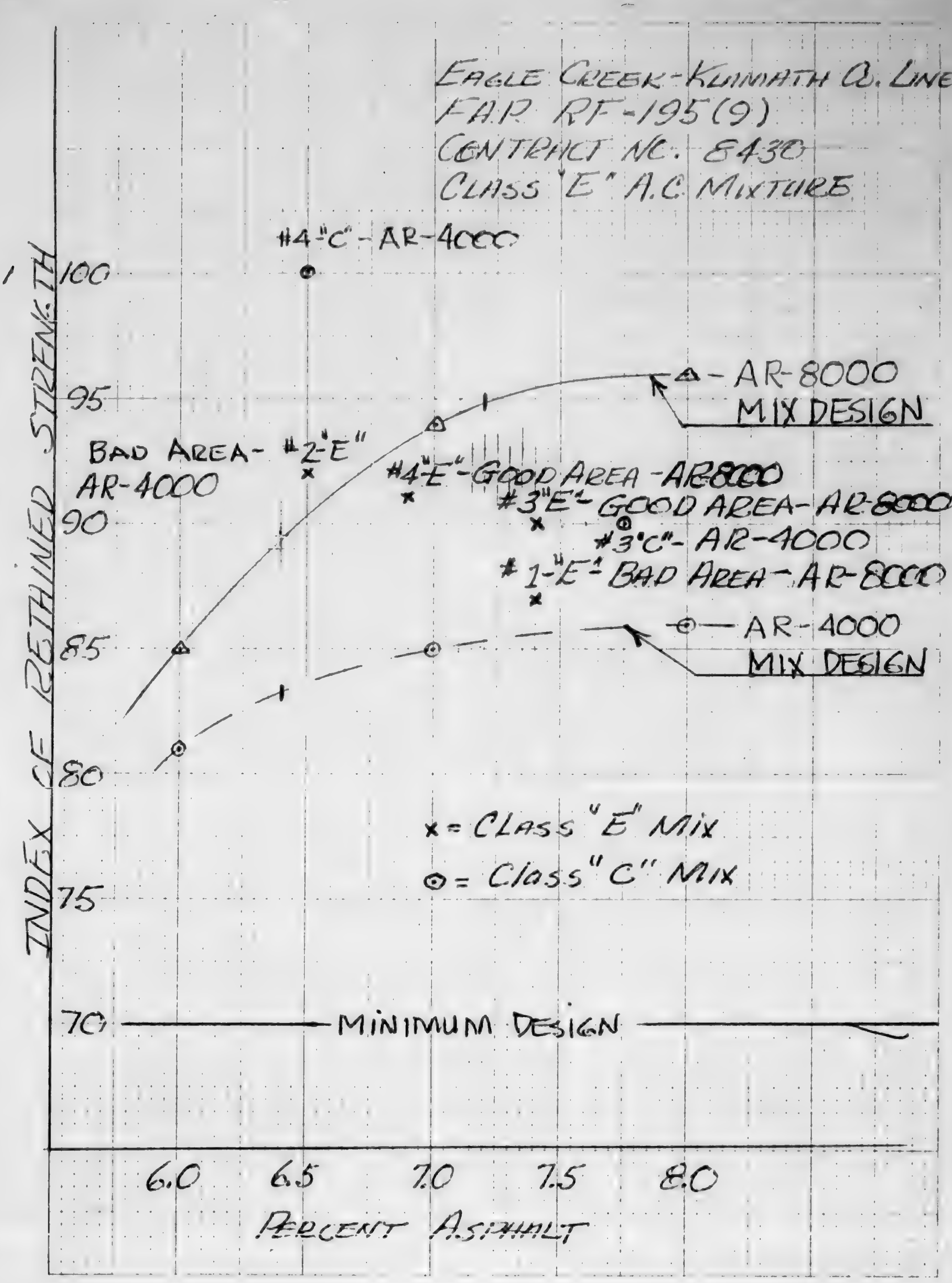
11-27
cf



EAGLE CREEK-KLAMATH CO. LINE
F.A.R. RF-195(9)
CONTRACT NO. 8430
CLASS "E" A.C. MIXTURE

DIETZGEN CORPORATION
MADE IN U.S.A.

No. 340-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH



DIETZGEN CORPORATION
MADE IN U.S.A.
NO. 340-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

Other deficiencies noted were an excess of passing #10 material at all four sites and an excess of passing #200 material at two sites, one good and one bad. At both of the sites showing distress only 30% to 40% of the coarse aggregates were coated whereas 100% of the coarse aggregates were coated at areas without distress.

Tests on the recovered asphalt from the two good areas, one AR-4000 and one AR-8000, indicate the asphalt has aged as expected. The recovered asphalt from the two distressed areas has aged slightly less than expected.

Cores from this project were shipped back to the Laramie Energy Research Center for testing May 18, 1979. We have yet to hear from them.

We believe the aggregate from the source used on this project is susceptible to stripping not indicated by the retained strength test. It is possible the Resilient Modulus testing which has been implemented into our mix design procedure will confirm this fact should this source be used again.

Attachment

MDG:fr:mk jh
bc: C. T. Keasey (w/attachments)
John Jenkins (w/attachments)
Dale Allen (w/attachments)

L.

CON 21

DATE: April 21, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Eagle Creek-Klamath County Line
FAP No. RF-195(9)
Contract No. 8430
Refer to: HFO.4/5-OR

not sent -
returned to
Dave Glenn -
Please respond as
discussed.

We too are concerned about the poor performance of the Class "E" mixture on this project. However, we can find no evidence of a unilateral field revision to the laboratory's recommended use of AR-8000 in this mixture or that the use of AR-4000 is directly responsible for the poor performance.

AR-4000 was used in the Class "C" mix per the laboratory's design mix. Upon completion of the Class "C" mix there was AR-4000 asphalt remaining in the contractor's storage tanks. The decision was made to use up this asphalt as the recommended mix design indicated a satisfactory retained strength of 85% could be obtained with its use. It was an oversight due to more pressing problems rather than a field revision that the change to AR-8000 was not made sooner.

Review of the pavement by visual and core testing indicates from 25% to 95% asphalt coating of the aggregates with 60% of the cores having 50% or less coating. This asphalt stripping problem is throughout the job and is not restricted to localized areas. There is no indication that the use of AR-4000 is a contributory factor.

This fact is illustrated by the results of four samples cut from this project. Two were from raveled areas and two from sections without visible problems. The index of retained strength for all four Class "E" mix specimens was satisfactory with the highest value (92%) being from a raveled area with AR-4000 and the lowest (87%) from the other raveled area with AR-8000. (See attached graph.)

FORM 81-734-3030

Willamette Hwy

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 9, 1979

FILE:#18 20-03

FROM: Dale D. Allen
Region Engineer

SUBJECT: Eagle Creek-Klamath County Line
West Side, Willamette Pass

TO: J. H. Versteeg
Design Engineer

On May 2 and 3, we obtained 51 core samples from the overlay on the above project to determine the condition of the pavement that has not shown signs of raveling.

Visual inspection of these cores indicate to me that on 80-90 percent of the overlay, the asphalt in the mix has migrated to the top (1/2 to 3/4 inch) of the "E" mix. This leaves the bottom half (3/4 inch) of the mix with uncoated aggregate (loose clean rock).

Most of the 12-mile overlay is, therefore, susceptible to raveling and corrective action would be beyond the scope of maintenance. We recommend a formal contract be prepared to make the necessary repairs. The lab picked up all the cores for further evaluation.

DA:mr

✓ cc: ~~E.~~ S. Hunter
J. C. Jenkins
J. L. Gunter
A. E. Shirley

5-11-79

Versteeg
Pls obtain the [illegible]. surfacing design from Gregg and the lab. recommendations for correcting this project. and then lets discuss when and
[illegible]

RECEIVED
TECHNICAL SERVICES
MAY 11 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Department of Transportation
MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No.

May 18, 1979

Mr. Henry Plancher
Laramie Energy Research Center
U. S. Department of Energy
9th & Lewis Street
Laramie, WY 82070

Dear Mr. Plancher:

[illegible]

As we discussed last week by telephone, samples of asphalt concrete from another of our problem pavements have been shipped to your laboratory for testing. Included are one six-inch diameter core or equivalent mix from six locations. Sets #1, #2, #5 and #6 are open graded "E" mix surfacing and Sets #3 and #4 include a portion from both "E" mix surfacing and "C" mix leveling dense graded mix.

The pavement constructed in 1977 on the Eagle Creek-Klamath County Line Section has severe raveling with potholes which have progressed into large areas of complete pavement loss. It is my opinion that most of the damage in terms of asphalt coating loss on coarse aggregates occurred during the first three months of pavement service while the asphalt cement was tender or "green" and had not cured or set on the aggregate surfaces. Enclosed is a copy of my report of April 26 with test reports for our evaluation of the pavement.

Should you need any additional information or samples, be sure to give us a call. We certainly appreciate your efforts and comments on our paving problems.

With best regards,

JOHN C. JENKINS
Engineer of Materials
by

JAMES E. WILSON, JR.
Asst. Engineer of Materials

RECEIVED
TECHNICAL SERVICES
MAY 21 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: C. T. Keasey
E. S. Hunter
Dale Allen

Form 731-002

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section 378-6558
DEPT. TELEPHONE

DATE: ~~June 11, 1979~~

TO: E. S. Hunter
Technical Services Engineer

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Surface Treatment and Overlays
Eagle Creek-Klamath County Line
Willamette Highway

The recommended treatments for this 12 mile section of the Willamette Highway are:

1. Complete removal of the existing "E" Mix pavement is recommended. Core evaluation indicates an asphalt stripping problem throughout the 12 mile section. The aggregate coating ranges from 25% to 95% with 30 of the cores taken having less than 50% coating.
2. Based on the deflection tests made prior to the "E" Mix overlay, it will require a 3" overlay for a 20 year design. In addition, a minimum of 1" asphalt concrete leveling coarse should be provided.

6-21-79

Reg. III has now patched ($50,000)

We will observe the results and make a determination next year as to what needs to be done if anything

ESH

JHV:ab

cc Wilson
Versteeg
Shirley

RECEIVED
TECHNICAL SERVICES
JUN 12 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Ign	Act	File

8430

August 24, 1979

St. Paul Fire & Marine Insurance Co.
Portland Office
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Gentlemen:

Contract No. 8430 awarded to F. H. McEwen Construction for paving of the Eagle Cr.-Klamath County Line Section of the Willamette Highway in Lane County was completed on October 21, 1977, and accepted by the State Highway Engineer on August 22, 1979.

Final payment in the amount of $5,000 will be released to the contractor after August 29, 1979. The total contract amount is $785,190.52 including $62,992.43 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: F. H. McEwen Construction
86430 Franklin Blvd.
Eugene, OR 97405

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

8430 Eagle Cr.-Klamath Co. Line 1976
Sec. of Willamette Hwy.
(Paving)

8429

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
November 24, 1975

FILE: LOC
11-1301

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: Victor D. Wolfe
Location Engineer

1
2
3

SUBJECT: Clem Road-Speece Section
John Day Highway
Gilliam County

The revision on subject section has been reviewed in the field. The overwhelming response is - No - !!! for the following reasons:

1. R/W necessary to be acquired for the revision would be taken from cultivated land which has a higher value than the uncultivated grazing land required for the field line.

2. Excavation areas opened up by the revision would be highly unstable, silty material, very susceptable to wind and water erosion. It is very likely some rock blanketing of cut slopes would be required.

3. The major line revision, Sta. 525 to Sta. 545 wipes out a stand of shade trees, a portion of front yard, and creates worse sight problems for Clem Road, Sta. 527 and the private access at Sta. 533. The Resident Engineer contacted the affected property owner during the field survey phase to ascertain the least controversial improvement possibilities. The field line represents the result of that contact.

My final comment on the proposed revision is that it appears someone looked at the map, saw a house/trees (the only such improvement in the section) and in the grips of the oft observed highway engineer syndrome said "put the line there".

I strongly urge that the field line be used and the revision be forgotten.

RAS:pw
cc: L. Asburry

REFERRED TO
___ Board ___ Reed
___ Cole ___ Sample
___ Eriksen ___ [✓ Watson]
___ Hagar ___ Wolfe
Return [✓ Discuss] Do File Copy Due___
BY FINAL DESIGN ENGINEER

REFERRED TO Wills BY Location Engineer
cc Versteeg

RECEIVED
NOV 25 1975
LOCATION SECTION

8-1-9

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 27, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Clem Road-Speece
John Day Highway
Gilliam County

TO: MEMO TO THE FILES

R. A. Sandmann, Region Construction Engineer, reviewed and approved the alignment revision proposed by the Final Design Unit. This alignment reduces the right of way requirements, amount of channel change and riprap, thereby reducing the overall cost of the project approximately $60,000.

Preliminary plans and cost estimates will be available about March 1, 1976.

LKW:az
cc: V. D. Wolfe
C. M. Williams
F. O. Scott

1 ✓

T

2

RECEIVED
[illegible] 1976
ROAD
DESIGN
SECTION

Reply
Approval
Keep
Do not File
Return To
Bring Up
Other

11. **SUCCESSORS:** This lease and sale shall bind the Lessor, his heirs, executors, administrators, and assigns.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

In the presence of:

x Wm. C. Jaeger (Seal)

x Annabelle L Jaeger (Seal)

(Seal)

(Seal)

ATTEST:

Secretary

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

APPROVED:

Deputy State Highway Engineer

By .... As Chairman

APPROVED AS TO FORM:

Chief Counsel

By .... As Commissioner

Staff Attorney

By .... As Commissioner

Lease and Sale of Road Materials

FROM

TO

STATE OF OREGON

STATE OF OREGON,
County of .... } ss.

I certify that the within was received at .... o'clock ....M., on the .... day of ...., 19...., and duly recorded by me in .... County Records, book of ...., volume ...., page ....

.... County

By .... Deputy

State Printing 1233

STATE OF OREGON,
County of Gilliam } ss.

On this 12 day of February, 1974, personally came before me, a Notary Public in and for said county and state, the within named William C. Jaeger and Annabelle L. Jaeger, his wife, to me personally known to be the identical persons described in, and who executed the within instrument, and who each personally acknowledged to me that They executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Franklin R. King
Notary Public for Oregon

Form E-246-500-8-58

My commission expires [illegible] 19[illegible]

10. ADDITIONAL PROVISIONS:

State to construct Type I fencing along upper side of pit excavation area adequate to protect against cattle falling into excavation.

11. SUCCESSORS: This lease and sale shall bind the Lessor, his heirs, executors, administrators, and assigns.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

In the presence of:

....	.... (Seal)
....	.... (Seal)
ATTEST:	.... (Seal)
.... Secretary	.... (Seal)
APPROVED:	STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION
.... Deputy State Highway Engineer	By .... As Chairman
APPROVED AS TO FORM:	
.... Chief Counsel	By .... As Commissioner
.... Staff Attorney	By .... As Commissioner

Lease and Sale of Road Materials

FROM

TO

STATE OF OREGON

STATE OF OREGON,
County of .... } ss.

I certify that the within was received at .... o'clock ....M., on the .... day of ...., 19...., and duly recorded by me in .... County Records, book of ...., volume ...., page ....

.... County

By ...., Deputy

State Printing 1223

STATE OF OREGON,
County of Gilliam } ss.

On this 12 day of February, 1974, personally came before me, IN CONSIDERATION of the rent hereinafter set out and the covenants and agreements hereinafter contained, Lessor and State agree as follows:

1. DESCRIPTION. Lessor has leased and does hereby lease and let to State all that tract or parcel of land situate in Gilliam County, State of Oregon, and particularly described as follows:

Material Source:

A parcel of land being the South One-Half of the Southeast One-Quarter of the Northeast One-Quarter of the Southeast One-Quarter (S½SE¼NE¼SE¼) in Section 23, Township 3 South, Range 21 East, W. M., and the Southwest One-Quarter of the Southwest one-Quarter of the Northwest One-Quarter of the Southwest One-Quarter (SW¼SW¼NW¼SW¼) in Section 24, Township 3 South, Range 21 East, W. M.

The said parcel of land contains 7.5 acres.

Easement for Haul Road:

An easement for a haul road providing access from Highway #19 to the above parcel shall run concurrently with this lease for road material. Said haul road easement being described as follows:

A strip of land 30 feet in width, beginning at the Northeast Corner of the South One-Half of the Southeast Quarter of the Northeast One-Quarter of the Southeast One-Quarter (S½SE¼NE¼SE¼) Section 23, Township 3 South, Range 21 East, W. M., thence Northeasterly on a line Southerly and outside the South boundary of a present cultivated field, a distance of 1,350± feet to a junction with Highway #19 at Engineer's Centerline Station 212+00.

The said haul road easement contains 0.95 acre.

2. TERM. This lease shall be for a 5 year period to commence on the 12 day of February, 1974 and terminate on the 11 day of February, 1979.

3. RENT. State shall pay to Lessor as full and complete compensation for the period covered by this lease the sum of Ten and 00/100 ($10.00) plus $0.08 per cubic yard Truck Measure for material used. DOLLARS; said consideration to be payable annually

4. TERMINATION. State for a part of the above consideration reserves the right to quit, relinquish, and give up the said premises at any time during the term, or during any period for which this lease may have been renewed by giving to the Lessor notice in writing.

5. ASSIGNMENTS. State shall not sublet said premises or any portion thereof, or assign this lease, without the written assent of the Lessor.

6. ROAD MATERIALS. The premises are being leased for the purpose of procuring materials for road building and road maintenance, and the State, its officers, agents, employees, and contractors, hereby are authorized and empowered to go upon said premises and remove therefrom earth, rock, sand, gravel, or other materials and deposits found upon or under said premises; for such purposes Lessor hereby sells, transfers and assigns unto State all earth, rock, sand, gravel, or other materials or deposits on said premises suitable, needful, or necessary for road building and road maintenance purposes. No consideration other than that above expressed as payable during the term of this lease shall be due or payable for the earth, rock, and other material herein sold and transferred.

7. QUANTITIES. State may procure, take, and appropriate such materials in any manner and in any quantity that may meet the convenience or serve the purpose of the State.

8. STRUCTURES. State may erect and maintain on the premises any buildings, structures, equipment, machinery, or other facilities or conveniences necessary or deemed necessary for the acquisition and appropriation of materials. Any such structures and facilities placed or erected by the State, its representatives, agents, or contractors, shall at all times remain the property of the State and may be added to, removed, or destroyed at the option of the State.

9. CONDEMNATION. The making or execution of the within lease shall not be construed as a waiver or relinquishment of the power and right of the State to acquire the property and all interests therein by the exercise of the power of eminent domain.

Lease and Sale of Road Materials

THIS AGREEMENT, made and entered into this 12 day of February, 1974, by and between William G. and Annabelle L. Jaeger, hereinafter referred to as "Lessor", and STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "State"; WITNESSETH:

IN CONSIDERATION of the rent hereinafter set out and the covenants and agreements hereinafter contained, Lessor and State agree as follows:

1. DESCRIPTION. Lessor has leased and does hereby lease and let to State all that tract or parcel of land situate in Gilliam County, State of Oregon, and particularly described as follows:

Material Source:

A parcel of land being the South One-Half of the Southeast One-Quarter of the Northeast One-Quarter of the Southeast One-Quarter (S½SE¼NE¼SE¼) in Section 23, Township 3 South, Range 21 East, W. M., and the Southwest One-Quarter of the Southwest one-Quarter of the Northwest One-Quarter of the Southwest One-Quarter (SW¼SW¼NW¼SW¼) in Section 24, Township 3 South, Range 21 East, W. M.

The said parcel of land contains 7.5 acres.

Easement for Haul Road:

An easement for a haul road providing access from Highway #19 to the above parcel shall run concurrently with this lease for road material. Said haul road easement being described as follows:

A strip of land 30 feet in width, beginning at the Northeast Corner of the South One-Half of the Southeast Quarter of the Northeast One-Quarter of the Southeast One-Quarter (S½SE¼NE¼SE¼) Section 23, Township 3 SoutR, Range 21 East, W. M., thence Northeasterly on a line Southerly and outside the South boundary of a present cultivated field, a distance of 1,350± feet to a junction with Highway #19 at Engineer's Centerline Station 212+00.

The said haul road easement contains 0.95 acre.

2. TERM. This lease shall be for a 5 year period to commence on the 12 day of February, 1974 and terminate on the 11 day of February, 1979.

3. RENT. State shall pay to Lessor as full and complete compensation for the period covered by this lease the sum of Ten and 00/100 ($10.00) plus $0.08 per cubic yard truck measure for material used. DOLLARS; said consideration to be payable annually

4. TERMINATION. State for a part of the above consideration reserves the right to quit, relinquish, and give up the said premises at any time during the term, or during any period for which this lease may have been renewed by giving to the Lessor notice in writing.

5. ASSIGNMENTS. State shall not sublet said premises or any portion thereof, or assign this lease, without the written assent of the Lessor.

6. ROAD MATERIALS. The premises are being leased for the purpose of procuring materials for road building and road maintenance, and the State, its officers, agents, employees, and contractors, hereby are authorized and empowered to go upon said premises and remove therefrom earth, rock, sand, gravel, or other materials and deposits found upon or under said premises; for such purposes Lessor hereby sells, transfers and assigns unto State all earth, rock, sand, gravel, or other materials or deposits on said premises suitable, needful, or necessary for road building and road maintenance purposes. No consideration other than that above expressed as payable during the term of this lease shall be due or payable for the earth, rock, and other material herein sold and transferred.

7. QUANT[illegible] such material [illegible]

LOG. No. 12-4-555

To be accompanied by
Page 5 1 & 5-12

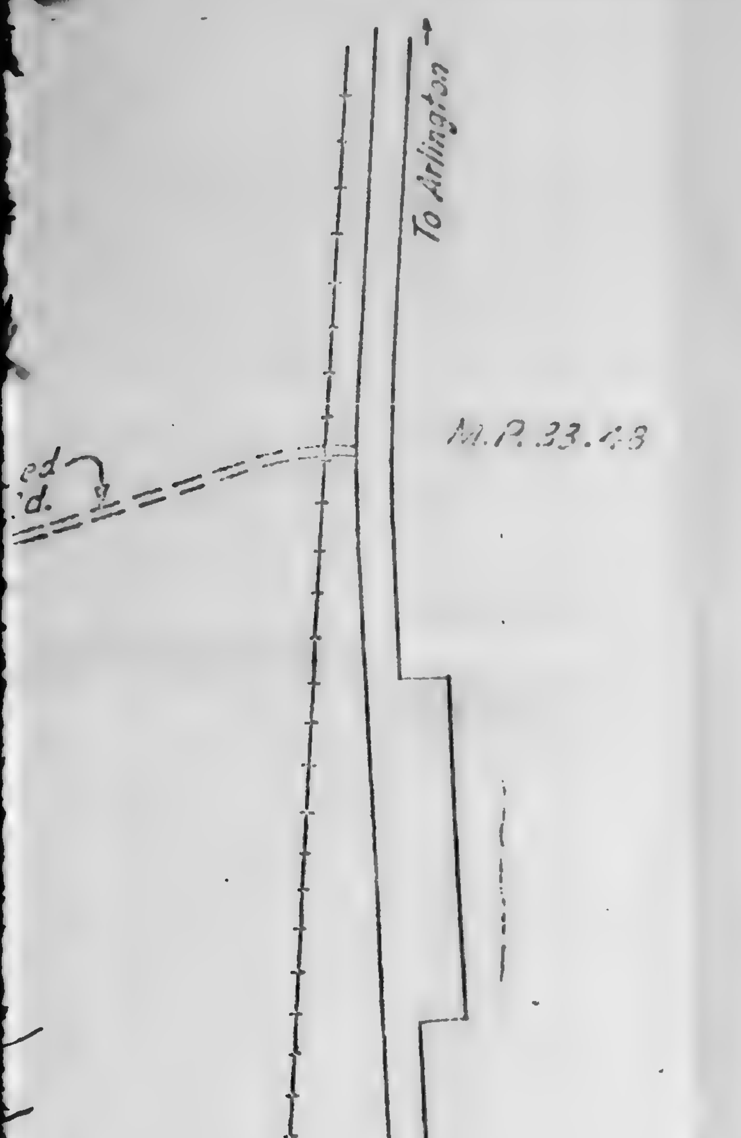
OREGON STATE HIGHWAY DIVISION
Sketch Map

CONDON
ROCK PRODUCTION PROJECT

JOHN DAY HIGHWAY
GILLIAM COUNTY
April, 1974

DRG. NO. R

To be Accompanied
Drgs. S-1 & S-


ed
d.
To Arlington
M.P. 33.48
John Day Highway
Stockpile
M.P. 33.88
To Condon

OREGON STATE HIGHWAY DIV

Sketch Map

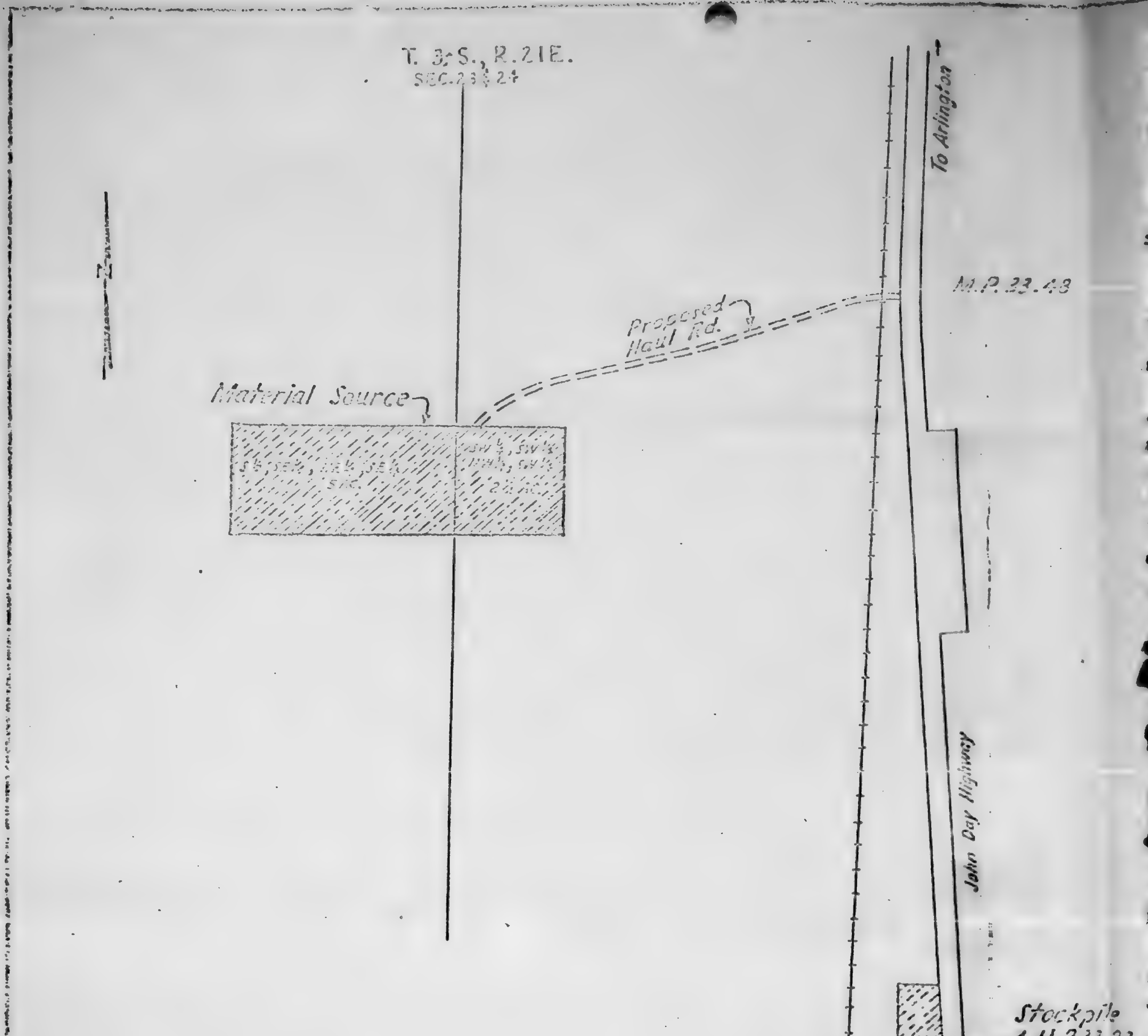
CONDON

ROCK PRODUCTION PR

JOHN DAY HIGHWA

GILLIAM COUNTY

April, 1974


T. 3 S., R. 21E.
SEC. 23 & 24
N
Material Source
Proposed Haul Rd.
To Arlington
M.P. 33.48
John Day Highway
Stockpile M.P. 33.83
To Condon

SECTION 106 - CONTROL OF MATERIAL

106.03 Furnishing Material from Outside Sources - Prospective sources of materials [illegible] consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

A state controlled source approximately 1/4 mile west of M.P. 33.5 on the John Day Highway, located in Sections 30 and 31, [illegible].

106.13 The contractor shall furnish a field lab.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

Standard Specification

SECTION 108 - PROSECUTION AND PROGRESS

108.06 Contract Time for Completion of Work - the work to be done under the contract shall be completed in its entirety not later than June 30, 1976.

SECTION 380 - STOCKPILED AGGREGATES

The furnishing of aggregates in stockpiles shall be in conformance with Section 380 of the Standard Specifications supplemented and/or modified as follows:

380.11 General - The materials to be furnished in stockpiles shall be of the kinds, designated sizes and quality as follows:

The designated sizes shall be 3/4 - 1/2, 1/2 - 1/4, and 3/8"-#10

The 3/4 - 1/2 and 1/2 - 1/4 material shall conform to the requirements of subsection 703.12.

The 3/8"-#10 material shall be cubical material, free from sharp points or slivers. The final product shall have been put through an impact crusher. The 3/8"-#10 material shall conform to the following gradation requirements.

Percentage Passing 1/2" Sieve	100
Percentage Retained on 3/8" Sieve	0-15
Percentage Passing No. 10 Sieve	0-15

380.31 and 380.35 - Places of delivery and the tentative plans of distribution of the materials are as follows:

Stockpile Site Designation	Distribution of Quantities Cubic Yards to be Stockpiles			
Location as Indicated on Plans	3/4-1/2 Material	1/2-1/4 Material	3/8-#10 Material	Total
M.P. 33.38	5,000	2,000	3,000	10,000

SPECIAL PROVISIONS

Condon Section
[illegible]

WORK TO BE DONE

The work to be done under this contract consists of the furnishing of approximately 10,000 cubic yards of crushed material in stockpiles.

APPLICABLE STANDARD SPECIFICATIONS

The standard specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction", and the Supplemental Standard Specifications bound herewith.

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications and Supplemental Standard Specifications bearing like numbers.

PROJECT INFORMATION

Information pertaining to this contract can be obtained from the following:

Carl Williams, Regional Engineer, North The Dalles-California Highway,
Bend, Oregon; phone 382-1911.

Larry R. Asburry, Resident Engineer, P.O.Box 562, Condon, Oregon,
Phone: 384-4219

CLASS OF PROJECT

This is a State Project.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.10 Plans - The plans which are applicable to the work to be performed under this contract bear the title and date as follows:

"Oregon State Highway Division
Sketch Map
Condon
Rock Production Project
John Day Highway
Gilliam County

M.P. 33.9 JOHN DAY HIGHWAY

1. Letting : April 1, 1976

   Completion: June 30, 1976

2. The proposed source for the material is the "Yeager Pit" a privately owned quarry, westerly from M.P. 33.9 on the John Day Highway approximately 1/4 mile and will be stockpiled at the site adjacent to the highway.

   + 3,000 Cu. Yds. 3/8 - 0 (two year supply) for use a sanding rock for the north end of the section.
   + 5,000 Cu. Yds. of 3/4" - 1/2" and 2,000 Cu. Yds. of 1/2 " - 1/4: (two years supply) for oil aggrgates to be used on area Highways.

3. Rock within a 20 mile radius of M.P. 33.9 4,000 Cu. Yds. 1/2 - 0 plant mix.

4. Charge cost of the following prefixes: 11-4402-101
   11-4402-171

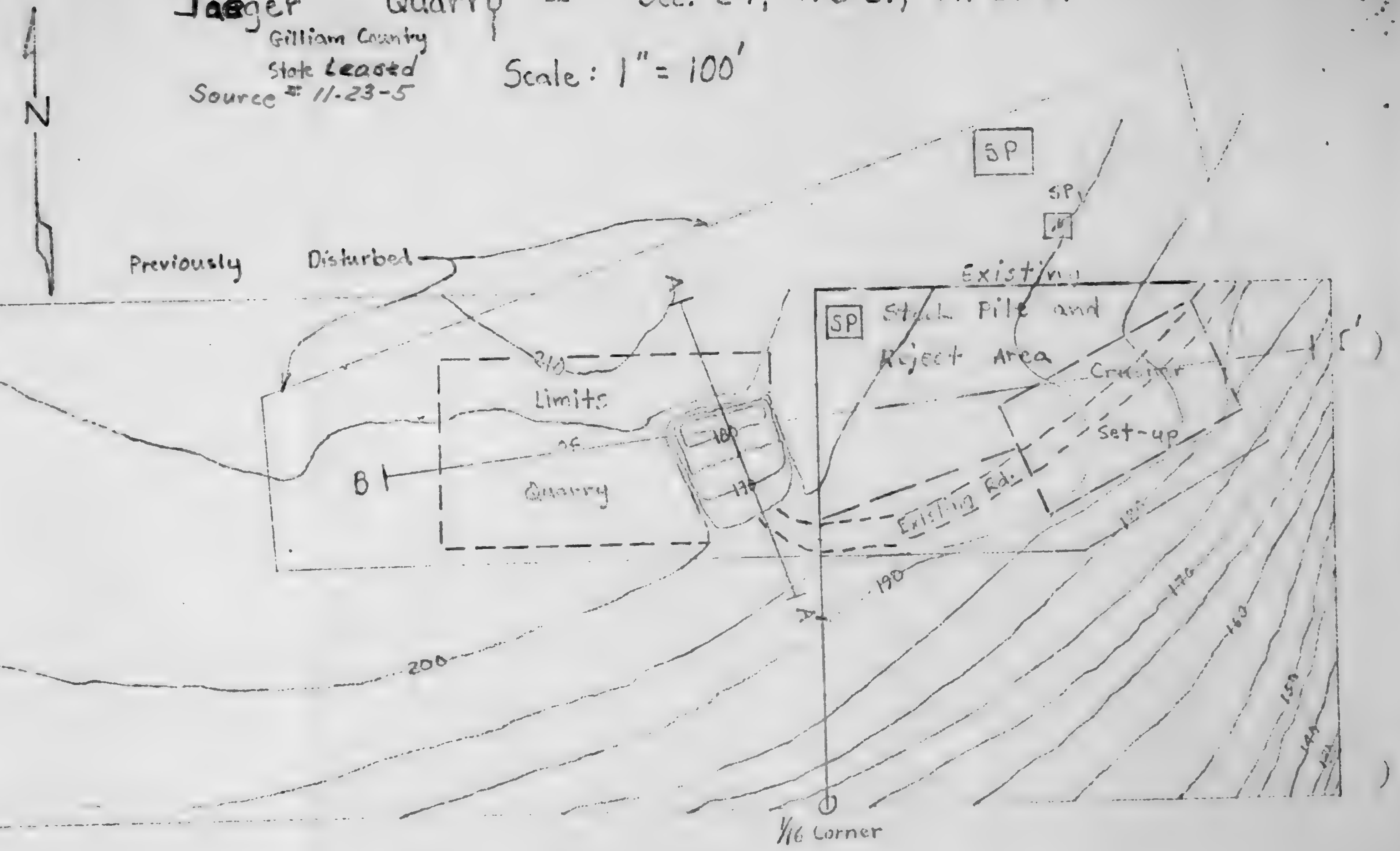
5. Estimate of Costs:

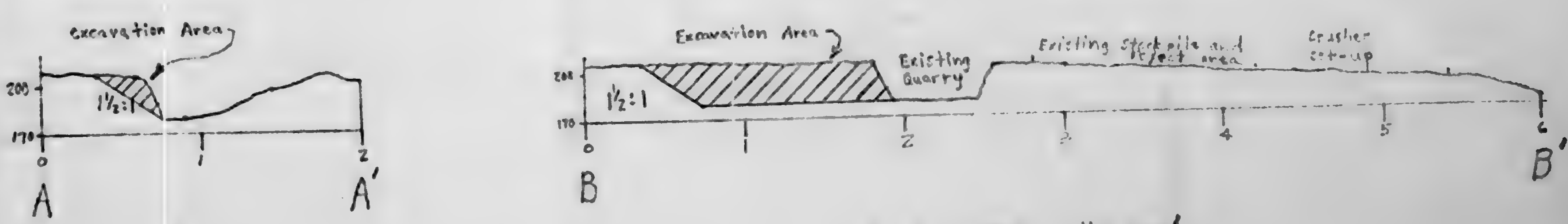
1.	Furnish field laboratory	One each		=	$ 1000,00
2.	Furnish 3/8 - 0 sanding aggregate	3,000 Cu.Yds.	@7.00	=	$21,000.00
3.	Furnish 3/4 - 1/2 oil aggregate	5,000 Cu.Yds.	@6.00	=	$30,000.00
4.	Furnish 1/2 - 1/4 oil aggregate	2,000 Cu.Yds.	@6.00	=	$12,000.00
	Sub-Total				$64,000.00
	Engineering 10%				$ 6,000.00
	Contingencies 4%				$ 2,600.00
	Total				$73,000.00

Jaeger Quarry -- Sec. 24, T. 3 S., R. 21 E.

Gilliam Country
State Leased
Source # 11-23-5

Scale: 1" = 100'


N
Previously Disturbed
SP
SP
SP
Existing Stock Pile and Reject Area
Crusher Set-up
Existing Rd.
Limits of Quarry
210
200
190
180
170
160
150
144
B
A
A'
C'
1/16 Corner


Excavation Area
200
170
1½:1
0
1
2
A
A'
Excavation Area
Existing Quarry
Existing Stockpile and Reject area
Crusher set-up
200
170
1½:1
0
1
2
3
4
5
6
B
B'

Scale: Hori. Vert. 1" = 100'

8429

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 17, 1976

FILE: LOC 16-1

Rolland J VanCleave

FROM: Rolland J. VanCleave
Regional Geologist

SUBJECT: Clem Road-Speece Section
Gilliam County

TO: J. H. Versteeg
Road Design Engineer

ATTN: Lyle Watson

As per telephone conversation this date, the Region concurs that the Jaeger Site at M.P. 33.48 be made a prospective material source for the above project. The site has a current operating permit under Identification No. 11-0004.

This site is also designated for the Condon Rock Production. You indicated that this project would be let sometime in March and completed by June 30. No conflict should occur as the Speece section is to be let July 29. You will want to change the sketch for the plans by showing the new work and plant area further west.

The Jaeger pit is under lease until February 11, 1979 at $0.08 per cubic yard. I would recommend to include in the Construction Authorization, an additional anticipated item to cover the cost of crushed material for both projects.

Attached for your information is a copy of the Jaeger lease and the sketch map that was sent in on the Condon Rock Production.

RJV:pw
Enclosures

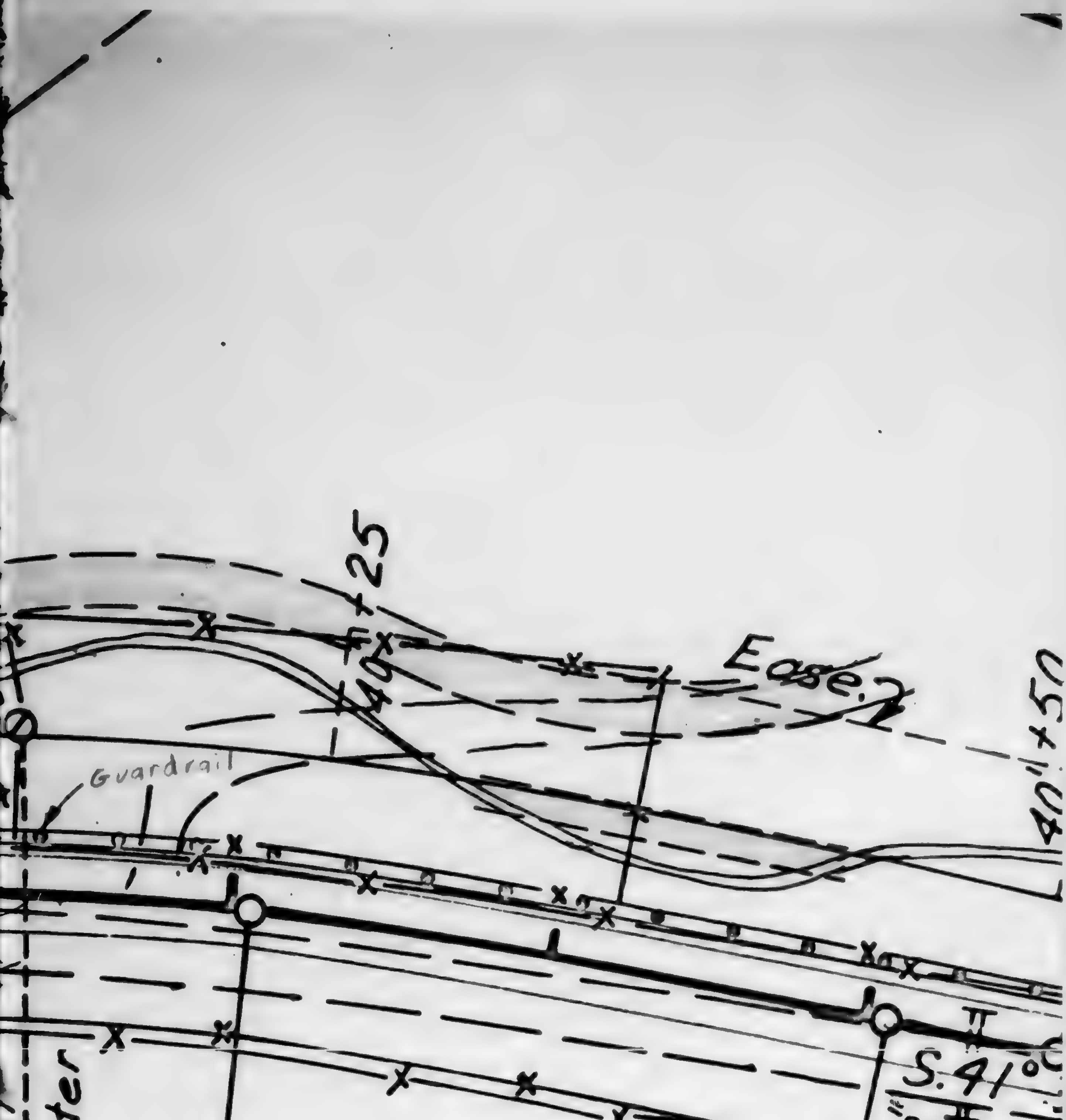
Versteeg
Olson
1 Terpin Pdc
Scott
Copy Swenson
Anderson
Trout
Copy Watson W

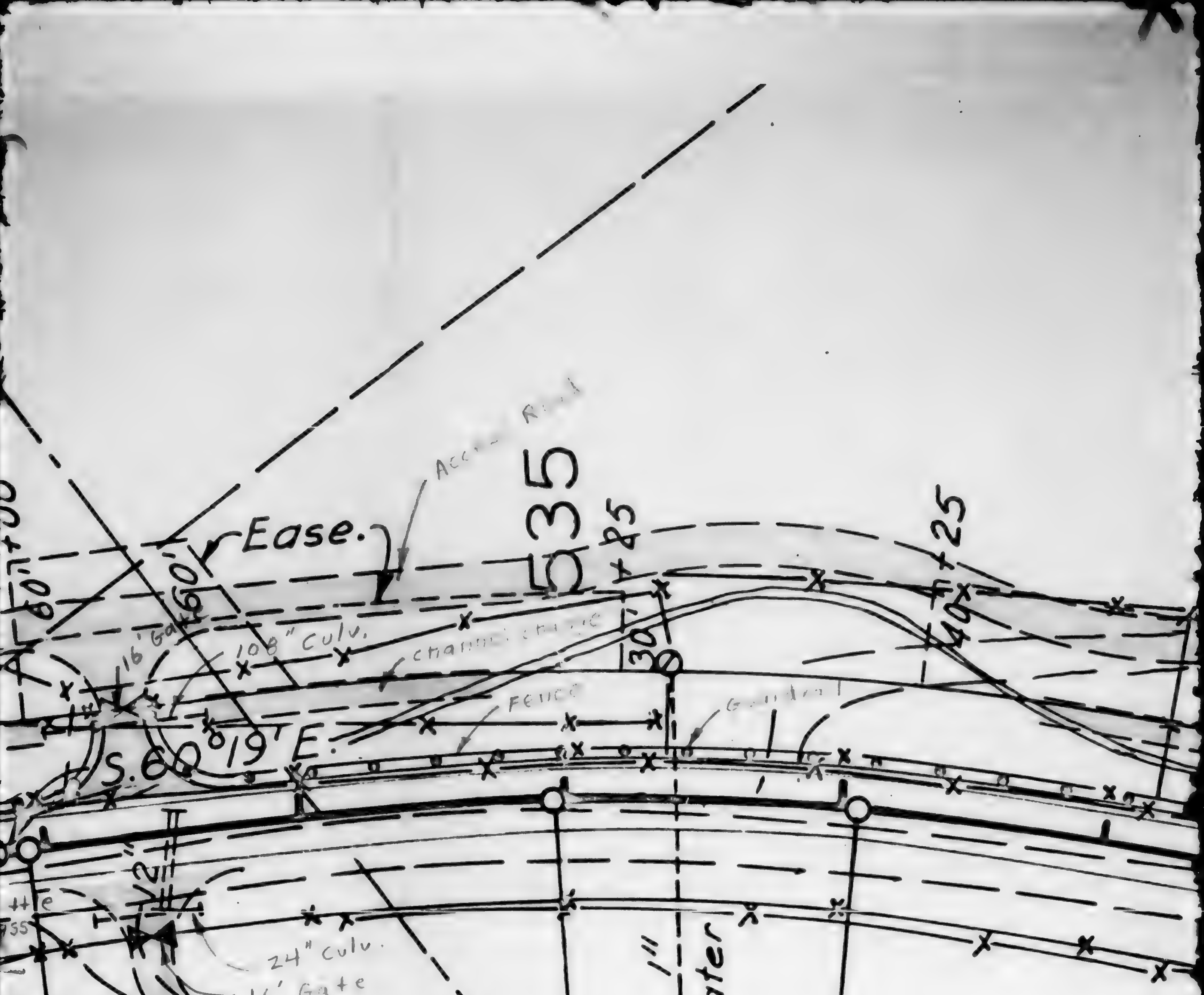
RECEIVED
FEB 18 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

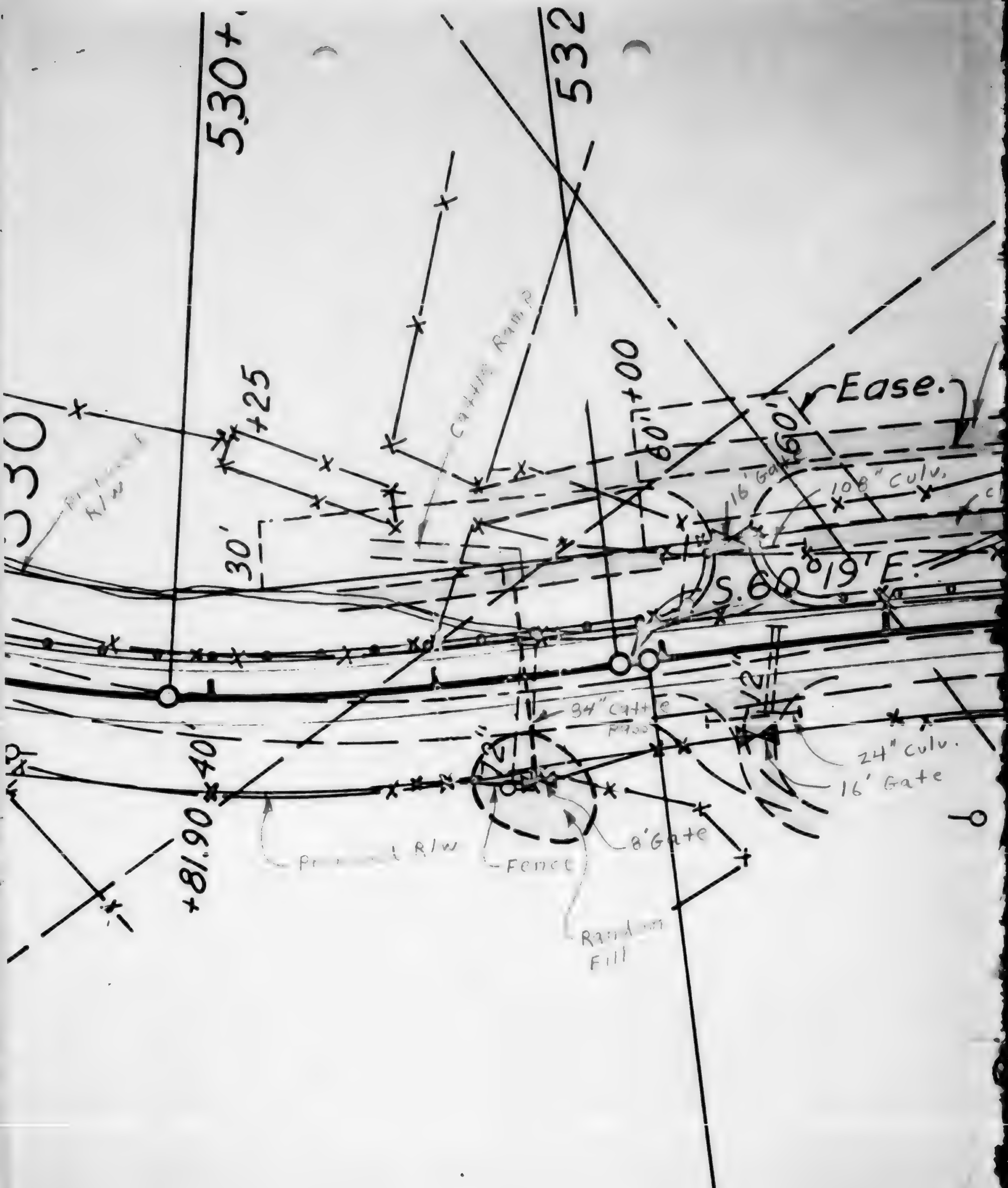
NOTED
L. K. WATSON

NOTED
D. O. Christensen


40+25
Ease. 2
40+50
Guardrail
Water
S.41°
12"
+08.03 P.C.S.



Access Road
535
Ease.
80'
60'
+00
+25
+25
30'
40'
16' Gate
108" Culv.
channel change
Fence
Guardrail
S.60°19'E.
24" Culv.
16' Gate
8' Gate
1" Water
4+95.12 P.S.C.
6+08.03 P.C.S.


530+
532
530
+25
Present R/W
Cattle Ramp
30'
+00
80'
60'
Ease.
16' Gate
108" Culv.
S.60°19'E.
½
84" Cattle Pass
24" Culv.
16' Gate
8' Gate
½
40
+81.90
Present R/W
Fence
Random Fill

8457

Watson

Form 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 24, 1976

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Clem Rd.-Speece Section
John Day Highway
Gilliam County

TO: Carl M. Williams
Region ~~X~~ 4 Engineer

Enclosed are copies of the proposed plan and cross sections in the area of the dual farm access and cattle pass near Station 533+00.

Please have this plan reviewed and submit recommendations for the following questions.

1. Minimum width of cattle path? Eight feet is shown.
2. Type of surfacing on cattle path - particularly when path is in the riprap area.
3. Would owner prefer path to be located elsewhere?
4. Location of fencing for cattle path?
5. Maximum grade on cattle path?

LKW:jh
Enclosure

NOTED
L. K. WATSON

NOTED
D. O. Christensen

Amended March 18, 1976

ACCESS SUMMARY

Clem Road - Speece Section
~~Olex Speece Section~~
John Day Highway
Gilliam County

File	Owner	Side	Reservation and Top Surface Widths	To Be Constructed By	Engineer's Station	Remarks
1.	Gilliam County	West	~~35~~ - ~~16~~ 32	State	~~526+99~~ 527+67	County Road
2. 48952	Lester Wilkins	South North	35 - 16 35 - 16	State State	~~532+60~~ 533+36 533+36	Road to House
3. 48953	Henry Wilkins	North	35 - 16	State	~~535+20~~ 533+36	Cattle Access
		North	35 - 16	State	~~546+10~~ 547+00	Field Access
		South	35 - 16	State	~~548+20~~ 547+00	Field Access
4. 48954	John A. Weimar	North	35 - 16	State	~~560+20~~ 568+84	Field Access
		North	35 - 16	State	~~583+05~~ 583+68	Field Access

APPROVED BY
Road Design

APPROVED BY
Act. Right of Way Engineer

APPROVED BY
Asst. State H/W Engineer

Amended March 18, 1976

ACCESS SUMMARY

Clem Road - Speece Section
~~Olex Speece Section~~
John Day Highway
Gilliam County

File	Owner	Side	Reservation and Top Surface Widths	To Be Constructed By	Engineer's Station	Remarks
1.	Gilliam County	West	~~35~~ - ~~16~~ 32	State	~~526+99~~ 527+67	County Road
2. 48952	Lester Wilkins	South	35 - 16	State	~~532+60~~ 533+36	Road to House
		North	35 - 16	State	533+36	
3. 48953	Henry Wilkins	North	35 - 16	State	~~535+20~~ 533+36	Cattle Access
		North	35 - 16	State	~~546+10~~ 547+00	Field Access
		South	35 - 16	State	~~546+20~~ 547+00	Field Access
4. 48954	John A. Weimar	North	35 - 16	State	~~568+20~~ 568+84	Field Access
		North	35 - 16	State	~~583+05~~ 583+68	Field Access

APPROVED BY ____________________
Road Design

APPROVED BY ____________________
Act. Right of Way Engineer

APPROVED BY ____________________
Asst. State H/W Engineer

- 5927

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 1, 1976

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

John R Oakes

SUBJECT ACCESS POINTS
Clem Road - Speece Section
John Day Highway
Gilliam County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha
att.

3 Versteeg ✓
Olson
2 Christensen Dm
1 Scott S
Swenson
Savage
Trout

RECEIVED
APR 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Reed
Cole
Semple
Eriksen
✓ Watson W
Hager
Wolta

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

SALEM, OREGON
April 9, 1976

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

John R. Oakes
Asst. Right-of-Way Engineer

PROGRAMING
Clem Road-Speece Section
John Day Highway
Gilliam County

Bond funds in the amount of $15,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1976 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 11-2601 should be used for this expense.

CRN:ljt

cc: Benny Vaughn
C. P. Laux

2427

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Condon, Oregon 97823
April 22, 1976

FILE:

FROM: L. R. Asburry
Resident Engineer

TO: Duane O. Christensen
Final Design Engineer

Attn: Lyle Watson

SUBJECT: Clem Rd.-Speece Section
John Day Highway
Gilliam County

I have talked with Henry Wilikns, land owner, regarding the questions you inquired about in your letter dated March 24, 1976.

Mr. Wilkins was very emphatic in that he wanted an arch type pipe for the cattle pass in lieu of the circular pipe. He feels that a flat bottom on the cattle pass would be more satisfactory. I informed him that this matter should be resolved during right of way negotiations. I have informed the right of way agent involved that the invert of the circular pipe would be paved to provide a flat bottom and better walkway for the cattle. He will advise Mr. Wilkins of this during a meeting on April 23, 1976.

In reply to your questions, Mr. Wilkins indicated the following:

1. Eight foot width is adequate for the cattle path.
2. Crushed rock will be satisfactory for surfacing on the path.
3. He prefers the location to be in the same vicinity as the existing cattle pass which is in accordance with your plans.

4 & 5. These two items do not pose any particular problems. They can satisfactorily be taken care of during construction.

cc: Carl Williams

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ ✓ Watson W
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson ____
2 Christensen Doc
Scott ____
Jh Copy Swenson ____
Savage ____
Trout ____

RECEIVED
APR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not [illegible]
Return [illegible]
Bring [illegible]
Other

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 19, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Typical Section
Clem Road-Speece Section
John Day Highway
Gilliam County

The original typical section for this project called for the following base design utilizing a subgrade width of 38 feet in cut and fill sections and providing for 4 foot shoulders and two 12 foot traffic lanes:

1 1/2"	Final
1 1/2"	"C" Modified Wearing
1 1/2"	"C" Base
6"	Soil Cement (6% by Vol.)

Right of Way was laid out and purchased based on the above section and design 60% complete. It was later determined by Mr. C. Gregg that the soil cement design was not valid for this project and on May 11, 1976, a new base design was received, which utilizes on aggregate base and calls for a total depth of 17 1/2". Providing for the same roadway section as above required a subgrade width of 48 feet in cuts and 44 feet in fills.

This change in base design would require the lengthening of a channel change by several hundred feet, revising the highway centerline in another location to avoid another 600 foot channel change, some revision of profile grades, additional drainage easements, additional right of way, and approximately a $100,000 increase in project costs.

To minimize the above changes it was proposed to revise the roadway section to provide for 4 foot shoulders, two 11 foot lanes, 3:1 rock slopes and utilize the rock surfacing as a ditch. This proposal would utilize the same subgrade widths as originally used.

The above modification was discussed with Mr. Terpin on Monday, May 17, 1976, and it was determined that, this being a bond project, this change in typical section was justified on the basis of trying to stay within bond money.

The proposed modified section meets the minimum standards for the traffic count on this section which is an ADT of 180.

DOC:az
cc: F. E. Terpin
L. K. Watson
C. Williams

1 Vorsteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
MAY 19 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

4/29

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 30, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Clem Road-Speece Section
John Day Highway
Gilliam County

TO: MEMO TO THE FILES

The plans in hand review was held on Tuesday, June 22, with R. C. Poole and Larry Asburry.

The contract on the Condon Rock Production Project will be completed approximately September 1. Due to this rock production contract, the development plan has been revised, and the crusher plant site and stockpile site areas have been relocated. Riprap material is also available from the source. Scalping will be required in the production of the surfacing aggregates.

The property owner has indicated that an arch pipe will be required for his cattlepass in place of the 84 inch pipe at Station 532+40. Several alternates have been suggested and cost comparisons will be made by the Final Design Unit.

The fencing is being included in the right-of-way negotiations and it will not be a contract item.

Seeding and mulching of the berm for the cutoff ditches and areas of pavement removal will be included in the plans.

The plate thicknesses for the 108-inch culvert pipe will be increased eliminating the requirement for a paved invert.

It was requested by the Region that the emulsified asphalt for temporary surfacing be eliminated on the stage construction and an MC asphalt be substituted. John Walker of Construction agrees. A binder course will be designated for the temporary surfacing and John Walker will provide the necessary specifications.

LKW:az
cc: F. E. Terpin
C. T. Keasey
R. C. Poole
Larry Asburry
C. G. Swenson

1 Versteeg ✓
2 Olson all
3 [illegible] Don
4 Scott l
Swenson
Copy Savage
Copy Trout

RECEIVED
JUL 0 1 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

84 [illegible]

DATE: July 22, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Middle Br. Rd.-Ritter Cr. Section, Baker-Copperfield Highway, Baker County

Clem Rd.-Speece Section, John Day Highway, Gilliam County

Warren-Scappoose Section, Columbia River Highway, Columbia County

Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit, John Day Highway, Wheeler County

Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit, Wheeler County

In order that the record be clear as to the official location of these facilities we request your approval of the attached survey approval maps. The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda at the July 27 Commission meeting for your consideration.

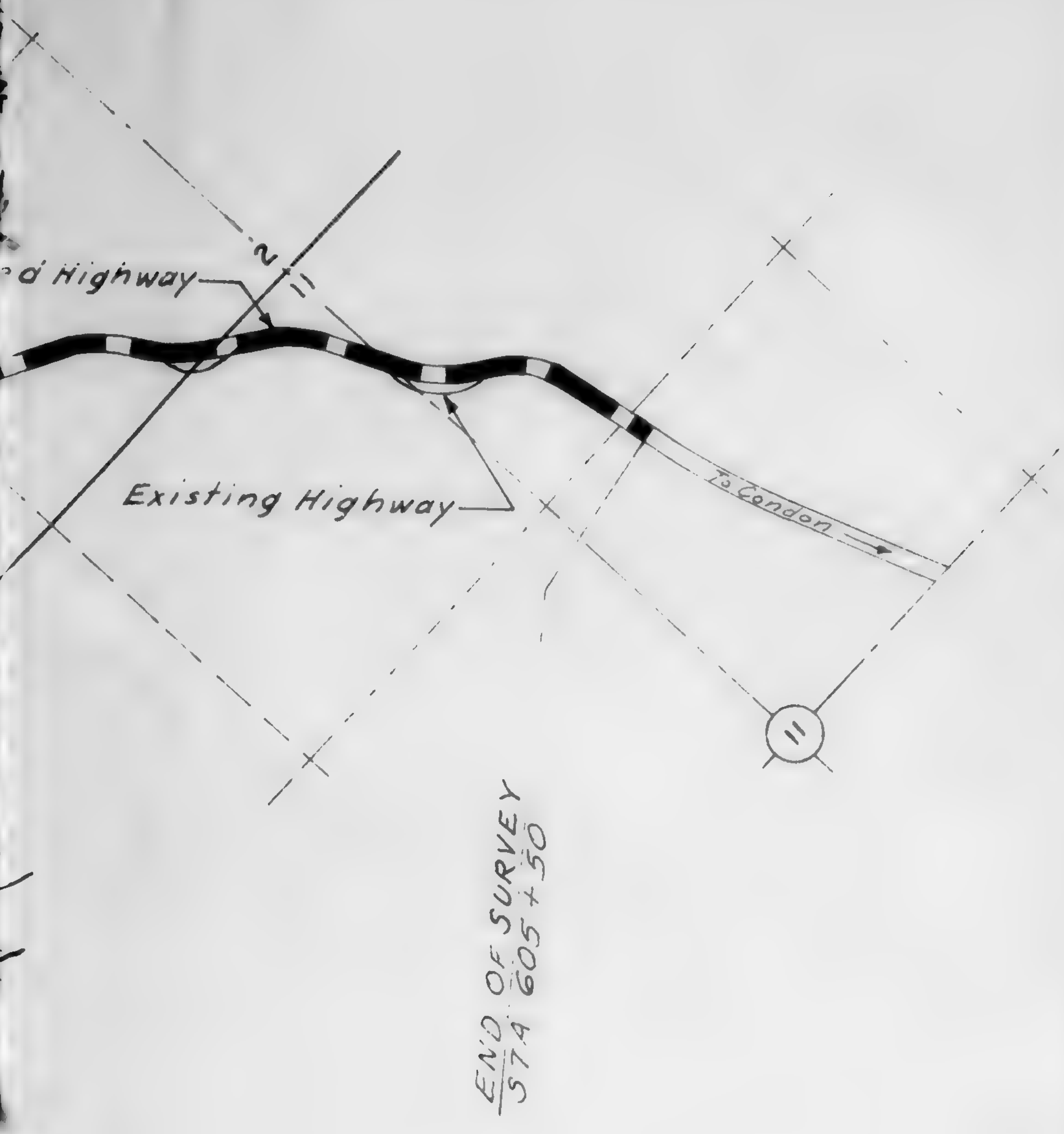
Attachment

bc: C. W. Head/With Att.
R. A. Burco
F. B. Klaboe
E. S. Hunter/With Att.
R. L. Schroeder
Frank Terpin

L. W. Rulien
J. B. Boyd
George Bell
W. E. Schwartz
E. L. Hardt

BLG:re js

1R-4-621



...d Highway
Existing Highway
To Condon
2
11
11
END OF SURVEY
STA 605+50

ne Required
e Required
ited

INEER

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

CLEM ROAD - SPEECE SECT.

JOHN DAY HIGHWAY

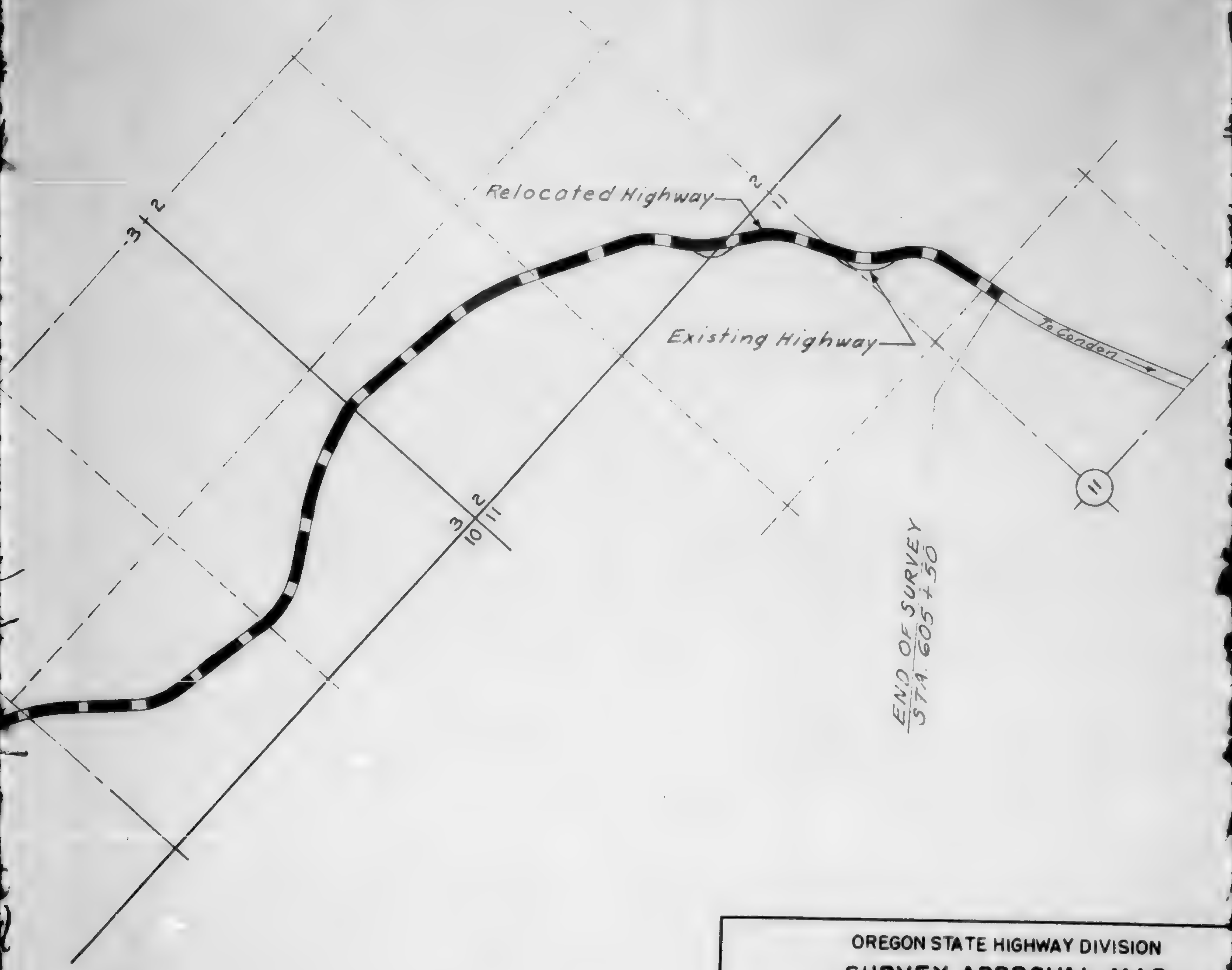
GILLIAM COUNTY

SCALE: 1" = 800'	DATE: July, 1976

FOR DETAILS SEE DRG. NO.
9B-14-5

1R-4-621

T. 2 S., R. 21 E. W. M.


Relocated Highway
Existing Highway
To Condon
3 | 2
2 | 11
3 | 2
10 | 11
11
END OF SURVEY
STA. 605+50

OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP
CLEM ROAD - SPEECE SEC
JOHN DAY HIGHWAY
GILLIAM COUNTY

PUBLIC HEARING .... *None Required*
THROUGHWAY RESOLUTION ADOPTED .... *None Required*
ACCESS CONTROL .... *Limited*

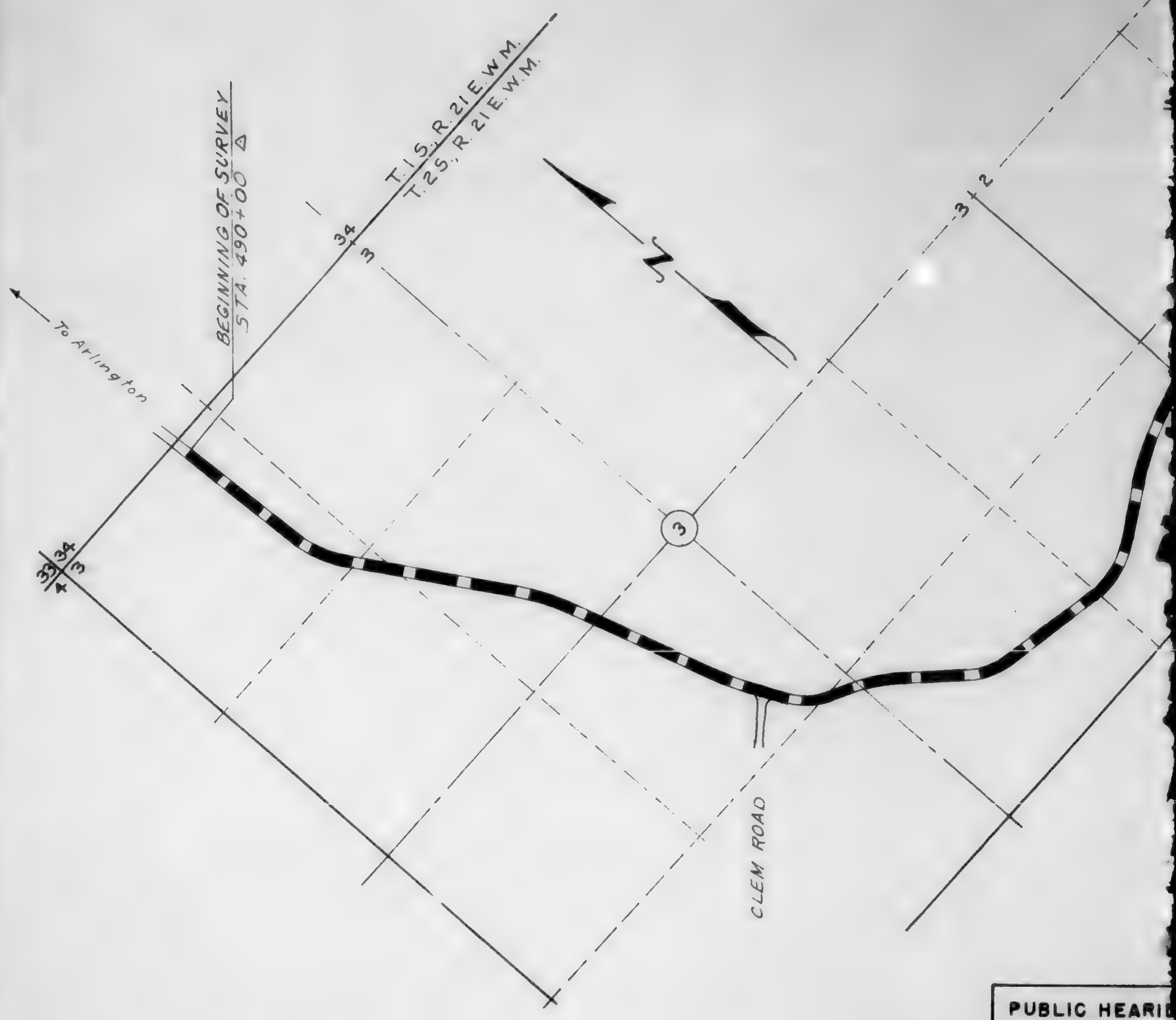
APPROVED: 7-22, 1976

DEPUTY STATE HIGHWAY ENGINEER

SCALE: 1" = 800'
DATE: July, 1976

FOR DETAILS SEE DRG. NO.
98-14-5

T. 2 S., R. 21 E. W


T.1S., R.21E.W.M.
T.2S., R.21E.W.M.
BEGINNING OF SURVEY
STA. 490+00 Δ
N
To Arlington
34
3
3
2
33
34
4
3
③
CLEM ROAD

PUBLIC HEARI
THROUGHWAY R
ACCESS CONTR

APPROVED:

DE

2.19 Mi.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 27th day of July, 1976, as "Highway Corridor and Design Resolution No. 420."

July 27, 1976

1a. That the route location and highway design as shown on the Engineer's map of the Middle Bridge Road-Ritter Creek Section beginning at Highway Engineer's Station 824+00 west of Middle Bridge Road and extending in an easterly direction to Highway Engineer's Station 922+50 just east of Ritter Creek, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-619 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map of the Clem Road-Speece Section of the John Day Highway beginning at Highway Engineer's Station 490+00 north of Clem Road and extending in a southerly direction to Highway Engineer's Station 605+50 a distance of approximately 2.2 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-621 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map of the Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit of the John Day Highway beginning at Highway Engineer's Station 52+00 east of Spray and extending in a southerly and northeasterly direction to Highway Engineer's Station 166+00 a distance of approximately 2.2 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-623 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1d. That the route location and highway design as shown on the Engineer's map of the Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit of the John Day Highway beginning at Highway Engineer's Station 1068+50 east of Spray and extending in a southerly direction to Highway Engineer's Station 1148+50 a distance of approximately 1.5 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-624 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

2. That when said highway sections are permanently constructed the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

July 27, 1976

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Middle Bridge Road-Ritter Creek Section of the Baker-Copperfield Highway in Baker County,

b. Clem Road-Speece Section of the John Day Highway in Gilliam County,

c. Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit of the John Day Highway in Wheeler County,

d. Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit of the John Day Highway in Wheeler County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearings were required on the above sections; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Middle Bridge Road-Ritter Creek Section in Baker County, the Clem Road-Speece Section in Gilliam County, the Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit and the Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit both in Wheeler County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, three members being present and voting affirmatively, as follows:

8 & 29

August 24, 1976

Gilliam County Court
Courthouse
Condon, OR 97823

Attention: Hon. Leo Barnett

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 420," adopted by the Transportation Commission on July 27, 1976, covering the Clem Road-Speece Section of the John Day Highway in Gilliam County.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

8421

Form 81-734-1100 (Rev. 8-73)

9-N 8

OREGON STATE HIGHWAY DIVISION

Adjustment ~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Clem Road-Speece

Date June 3, 1977

Highway John Day

Contract No. 8429

County Gilliam

Prefix 11-0501

Contractor Roy L. Houck Construction Co.

F. A. Project No. State

Address 2705 Lancaster Drive N.E., Salem, OR 97303

Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Assess monetary deduction for low A.C. compaction and non-specification mix gradation.

Locations by station numbers:

491+50 to 605+50

Names of pay items, estimated quantities and agreed prices:

89.6 tons of non specification A.C. mixture @ $10.25/ton		= $918.40
Reduction for low compaction A.C.	Lump Sum	555.40
	TOTAL	$1,473.80 L.S.

Specifications, basis of measurement and other provisions:

Penalties assessed as per O.S.H.D. Guidelines for Acceptance or Rejection of Construction Materials (2-75).

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $705,695.90

Present estimate of project cost, including -$1,473.80 for work under this order $714,888.09

Expected ~~under-run~~ over-run (amount) $9,192.19

Expected ~~under-run~~ over-run (per cent) 1.3

Space to right of this line is for use of Salem Office

Submitted by: L. R. Asburry, Resident Engineer

Signed .... Contractor

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Office Engineer

Construction

7-2[illegible]-77

SP*70602-734

DeHy 7-22-77

MEK 7-28-77

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No contractor activity all week, project completed May 18, 1977
MONDAY 6	Office personnel working on semi-final estimate thru Thursday
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	Submitted semi-final estimate to region
FRIDAY 10	
SATURDAY 11	

REMARKS

The semi-final extimate was submitted to Region office on Thursday.
This is the final weekly report.

SIGNED L R Asburry LOCATION Condon
L. R. Asburry, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8429

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clem Road – Speece

WEEK ENDING: June 11, 1977

SECTION PREFIX: 11-0501

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Clem Road – Speece

KIND OF WORK: Grading, paving

CONTRACTOR: R. L. Houck Construction

CONTRACT NUMBER: 8429

FEDERAL AID PROJECT NUMBER: state project

DATE OF CONTRACT: September 3, 1976

DATE WORK STARTED: September 14, 1976

ESTIMATED COMPLETION DATE: May 18, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 157

PERCENT OF TIME ELAPSED: 63

PROJECT AUTHORIZATION: $705,695.50

EXCLUSIVE OF ENGINEERING: $649,737.63

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $640,664.02

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 1 %

ENGINEERING AUTHORIZATION: $55,598.27

ENGINEERING COST TO DATE: $71,000.00

PERCENT OF AUTHORIZATION: 128 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: May 18, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.16	2.16			2.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.16	2.16			2.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	46,570 CY	34,000 Ton			6,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	53,336 CY	34,148 Ton			6,548 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	53,336 CY	34,148 Ton			6,548 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Clear – warm			
MONDAY	6	Clear – warm			
TUESDAY	7	Clear – warm			
WEDNESDAY	8	Clear – fair			
THURSDAY	9	Clear – fair			
FRIDAY	10	Clear – warm			
SATURDAY	11	Clear – fair			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
B

RECEIVED
JUN 13 1977
CONSTRUCTION
SECTION

Mr. Larry Asbury
Resident Engineer
State of Oregon
Condon, Oregon

RECEIVED
MAY 31 1977
L. R. ASBURY
RESIDENT ENGINEER

Subject. RL Houck Const Co
Salem, Ore
JOB # 22

Larry:

Subject has not been paying their fuel bill with me in accordance with terms extended. Example: $6,642.57, April 1977 charges is due May 10, 1977 and as of this date no monies have been received.

I would like to file against Subject's bond for April 1977 Charges $6642.57 plus finance charges of $99.63 (compiled on balance owed 5/15/77) and for May 1977 Charges of $6352.01. Total monies outstanding $13,045.21

Thank You,

Donald F. Shaffer
Farmco Oil Company
PO Box 694
Condon, Oregon

RECEIVED
JUN 3 1977
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

P. O. Box 582 Condon, Oregon 97823 Phone 384-4219

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 31, 1977

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, Oregon 97303

Re: Clem Road-Speece Section
Contract No. 8429

Gentlemen:

I have received a letter from FARMCO Oil Co., of Condon, Oregon. They have brought to our attention the failure of your firm to make payment for fuel supplies used on the subject project.

Please refer to Section 107.28 of the Standard Specifications. This section deals with the payment of bills by contractors.

Would you please give this matter your prompt attention.

Very truly yours,

L. R. Asburry
Resident Engineer

cc: Carl Williams
Contract Payments Section

6/3 — I talked to Carl Williams. He will notify Asburry to ask Farmco Oil Co. to send original claim letter to me with job ~~description~~. C.H.

RECEIVED
JUN 1 1977
[illegible]

RECEIVED
JUN 1 1977
CONTRACT PAYMENTS

NOTED
C. W. HEAD

Form 81-734-3123

8429

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

519

FILED
JUN 17 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JUN 17 1977
NORMA PAULUS
SECRETARY OF STATE

June 16, 1977

FARMCO Oil Co.
P. O. Box 694
Condon, OR 97823

Attention: Donald F. Shaffer

Gentlemen:

This will acknowledge receipt of your letter addressed to Mr. Larry Asburry, Resident Engineer, Condon, stating that R. L. Houck Construction Co. owes you for fuel supplies in the amount of $13,098.21.

This appears to be in reference to the Roy L. Houck Construction Co. Contract No. 8429, Clem Road-Speece Section of the John Day Highway in Gilliam County.

The Peerless Insurance Company furnished the bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. This contract was completed on May 18, 1977, but has not yet been accepted by the State.

We will advise the surety and the prime contractor of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

NOTED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97301

Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

NOTED ON CARD
6-20-77
dda

bc Larry Asburry
Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter

PARMAN & HARRIS

PHONE 384-2722

Building Material • Redi-Mix Concrete • Paint

CONDON, OREGON 97823

$__________

Ray & Harold Const.
2765 Lancaster Dr.
Salem Ore

ACH AND RETURN UPPER PORTION WITH REMITTANCE—CANCELLED CHECK IS YOUR RECEIPT

D.	REFERENCE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARDED		SEPT	918 85

This bill was due in May. I have called many times & sent a registered letter. They refuse to pay.

Boyd Harris

Parman & Harris
P. O. Box 33
Condon, Oregon 97823

1½% PER MONTH CHARGED ON ACCOUNTS 30 DAYS PAST DUE (MINIMUM 50¢) WHICH IS AN ANNUAL PERCENTAGE RATE OF 18% APPLIED TO PREVIOUS BALANCE AFTER DEDUCTING CURRENT PAYMENTS.

PARMAN & HARRIS
CONDON, OREGON

PAID BY
CHECK NO.________ DATE________

RECEIVED
NOV 17 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PARMAN & HARRIS

BUILDING MATERIAL - PAINT

Phone 384-2722
CONDON, OREGON

Customer's Order No.________ Date 4-2 1977

M Ray & Harold Const.

Address Salem, Ore

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT
			X			

QUAN.	DESCRIPTION	PRICE	AMOUNT
27½	yd Redi Mix	48.20 Yd	
	6.3 SCPR YD		1311.18
	[illegible]		15.50
		Tl	1326.68
	STAND BY 6 hr 10.00		60.00
		Tl	1386.68
	5% Discount 4-18-77		

ALL claims and returned goods MUST be accompanied by this bill

58379 Rec'd by

848 MBF

8429

L. R. Asburry
Resident Engineer

November 21, 1977

C. W. Head
Commission Services

Reference is made to your recent letter concerning the claim of Parman & Harris against Roy L. Houck Construction Co. which you indicated is against the Roy L. Houck Construction Co. Contract No. 8429.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts, bonds, actions on bonds. The execution and contents of the notice of claim is outlined on page 2 and 3.

Will you please hand this to Parman & Harris so that their claim may be properly identified to the project. They may file their claim in this office and we will forward it to the Secretary of State for filing and advise the contractor's surety and the contractor that their claim has been filed.

8429 8

November 23, 1977

Rathbone, King & Seeley
1 S. W. Columbia
Portland, OR 97201

Gentlemen:

On November 22, 1977, we wrote to you concerning release of final payment on Contract No. 8429 awarded to Roy L. Houck Construction Co. for work on the Clem Road-Speece Section of the John Day Highway in Gilliam County.

Final payment on this contract is $14,563.85 and the total contract amount is $641,424.48 including $819.90 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr., N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8429

8

December 16, 1977

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

A post-final payment for $540.17 will be made to Roy L. Houck Construction Co. on Contract No. 8429 for work on the Clem Road-Speece Section of the John Day Highway in Gilliam County as soon as the warrant is prepared.

The total amount paid on this contract will be $641,964.65 including the post-final payment. Of the total $819.90 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

5

COUNTY-CITY SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

2|13|78

SUBJECT: Tentative Abandonment

To. ___ Region # 4 Engineer
___ District Engineer
✓ Design Section Office Unit
___ Parks Section Planning Unit
___ Right-of-way Section, Salem Office Unit
___ Right-of-way, Region # 4
___ Parks Section Recreational Trails Coordinator

This office proposes to abandon a portion of old alignment of the Clem Road-Speece Section of the John Day Highway, No. 5 in Gilliam County, to the abutting property owners approximately as shown on the attached map, colored in brown.

Refer to drawing 9B-14-5 for detail of the areas proposed for abandonment shown on the attached map.

It is requested that your office indicate below whether or not the subject section is clear for such abandonment.

☒ Clear for abandonment

☐ Not clear for abandonment

REMARKS ______

3 Versteeg
1 Christensen
___ George
___ Olson
___ Terpin
___ Sullivan
2 Scott[illegible]
___ S[illegible]

RECEIVED
FEB 14 1978
ENGINEERING SECTION

___ Trout
Do Not File
Return To file
Bring Up ___/___/___
Action ___

By ______

Date ______

APPROVED
Duane O. Christensen
3-6-78

NOTE: Please return completed form to County-City Section, Salem.

APPROVED
Floyd O. Scott
R/W DESCRIPTION ENGR.
3-7-78

Item 7 - Feed Storage Pen

Original right-of-way adjustments recognized a minor amount of pen adjustment would be needed. However, at this time it is apparent that more is necessary than first anticipated. You will be compensated for any costs over and above those originally estimated for feed pen relocation. Compensation will be made on receipt of reasonable bill.

Item 8 - Sections of Obliterated Highway

The sections of obliterated highway and excess right-of-way as shown on sheets No. 6 and 7, colored yellow, will be disposed of by combination abandonment resolution and negotiated or public sale, as required by law. As indicated to you, if excess top soil materials exist on the project, they will be distributed over the obliterated areas for eventual field development by you. At this time we do not know if there are any excess top soil materials or not.

If you have any questions on the previous eight (8) items or any other items, please feel free to contact Larry Asburry or me.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
Enclosure
cc: Larry Asburry
    Neil Boehmer

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON ~~97701 PHONE 382-1911~~

Boehmer

March 28, 1977
File:CON 5 - 8429
R/W 48953

Mr. Henry Wilkins
2826 West Tenth
The Dalles, OR 97058

This will confirm items discussed and intended method for resolving, as per our conversations on March 8, 1977.

Item 1 - Temporary Pasture vs Immediate Fencing

Based on comparison of costs, the State will reimburse you for temporary pasture rental, stock transportation and miscellaneous expenses, as listed in your submittal. Payment will be made upon submittal of satisfactory bills.

Item 2 - Fence Location

It will be necessary for you to contact Mr. Richard Hawkins, District Engineer in The Dalles so that actual fence location within the right-of-way can be worked out and a Miscellaneous Permit written to formalize this matter.

Item 3 - Cut-Off Ditches

The State is to have right-of-entry through the abutting property for ditch maintenance purposes.

Item 4 - R/W Pins

Certain critical right-of-way pins will remain and all others will be removed.

Item 5 - Cattle Path from Cattle Pass

The cattle path will be relocated to connect with access road at Sta. 533+36 approximately, as shown in red on attached sheet No. 4.

Item 6 - Access to Upstream Field Area

An access (minimum width 12') for cattle and grain trucks will be developed along the easterly side of the channel change. Sta. 533+36 to 535 approximately, as shown in green on attached sheet No. 4 and will end in the original creek channel. The access at Sta. 535+80 will be eliminated.

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 15, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: File

SUBJECT: DAMAGE SETTLEMENT
Files 48952 & 48953
Clem Road-Speece Section
John Day Highway
Gilliam County

In July of 1976, right-of-way was acquired from the subject property. At that time it was anticipated there would be only minor damage to a stock feeding area and the owners were paid accordingly.

During construction it was determined that the project could not be constructed as it had been anticipated and substantial damage was done to the owner's stock feeding operation. The owner was also unable to use portions of his pasture because of construction. On March 28, 1977, Assistant Regional Construction Engineer Robert A. Sandmann committed the State to pay all damages caused by construction.

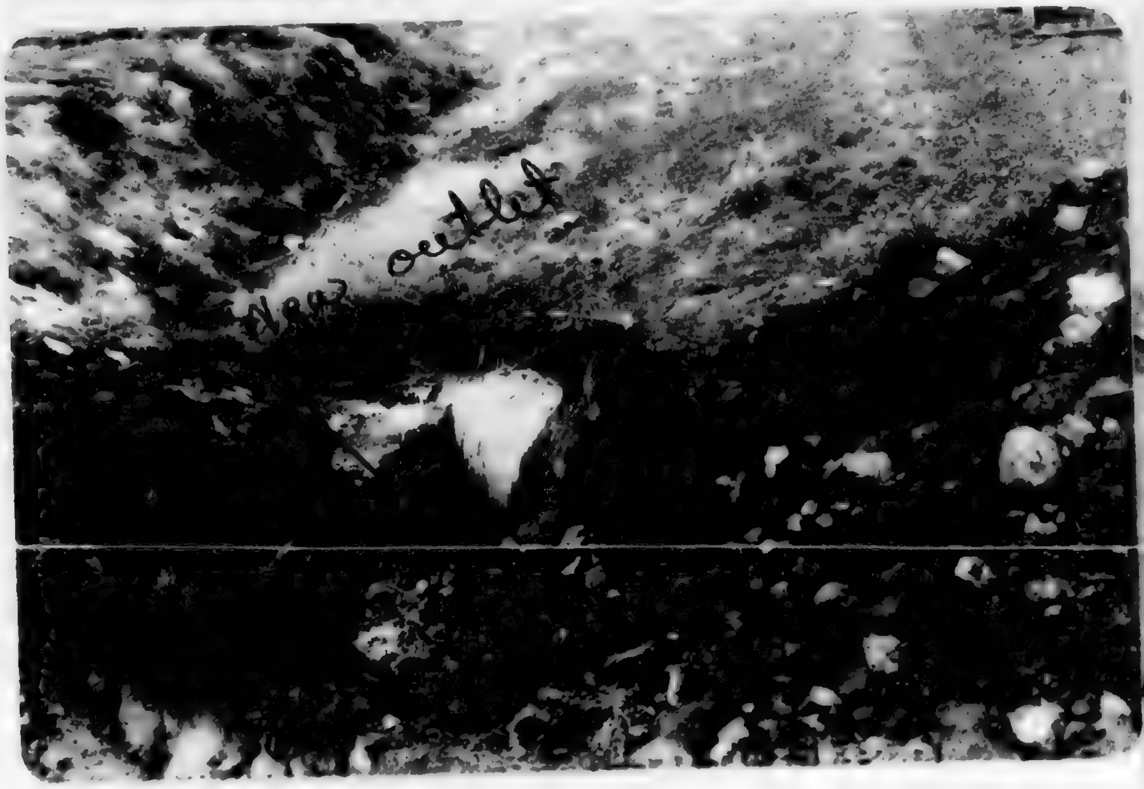
A settlement has now been reached with the owners in the amount of $8,669.80. The settlement has been approved by Regional Engineer Carl Williams and is being processed for payment.

RJH:jk
cc: H. S. Coulter w/attach.
C. T. Keasey w/attach.

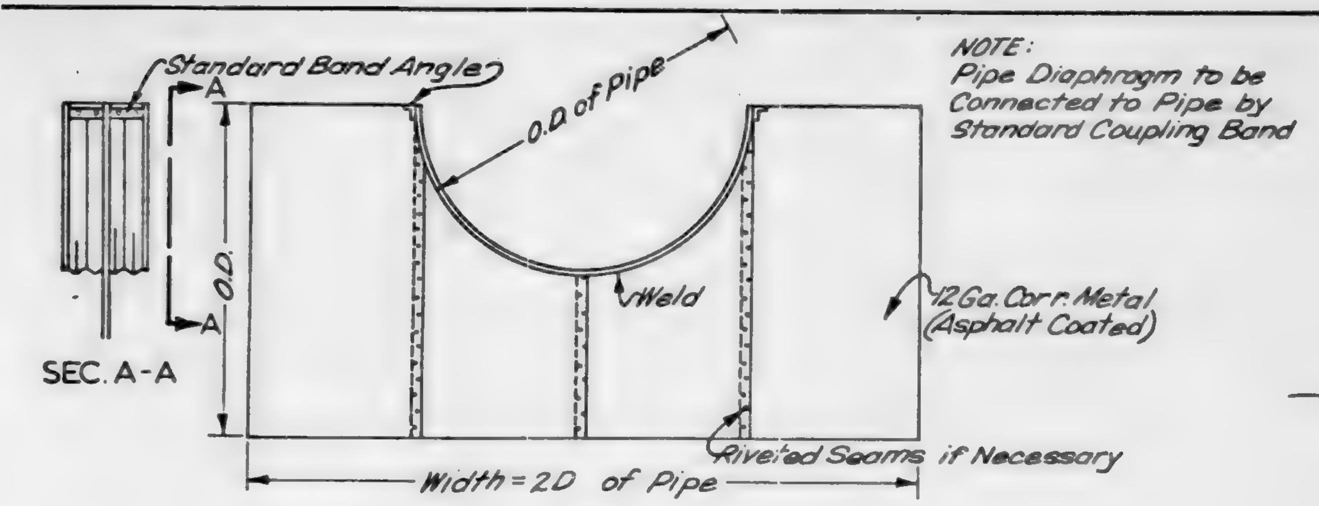
RECEIVED
STATE HWY ENGR
FEB 15 '78
REFER TO

FOR

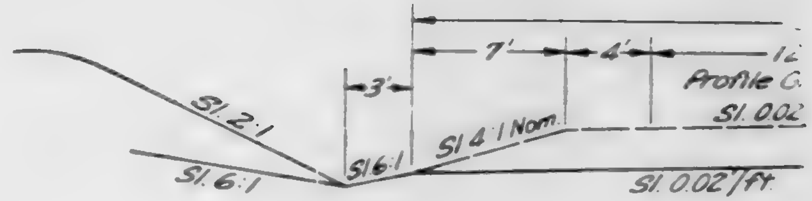
Info	Inves	R/D	D/R	Sign	Act	File

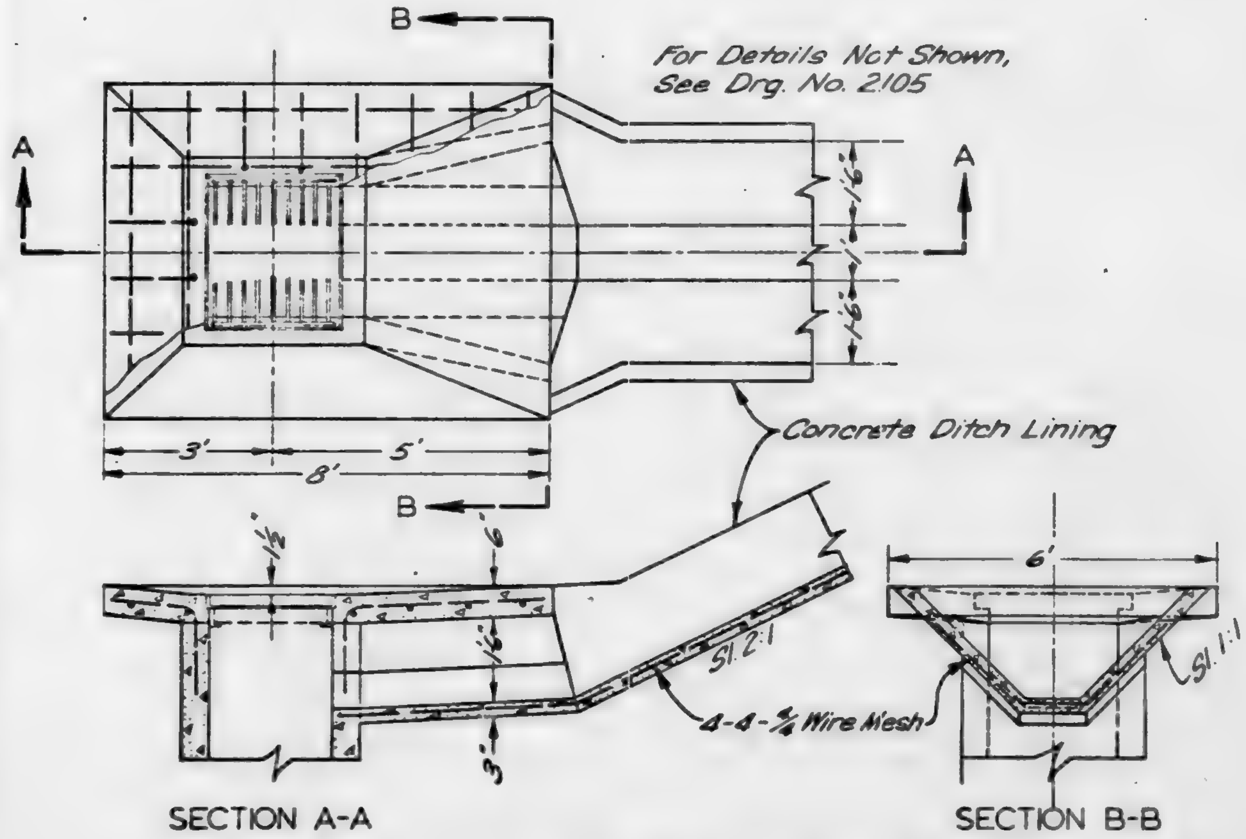


near outlet

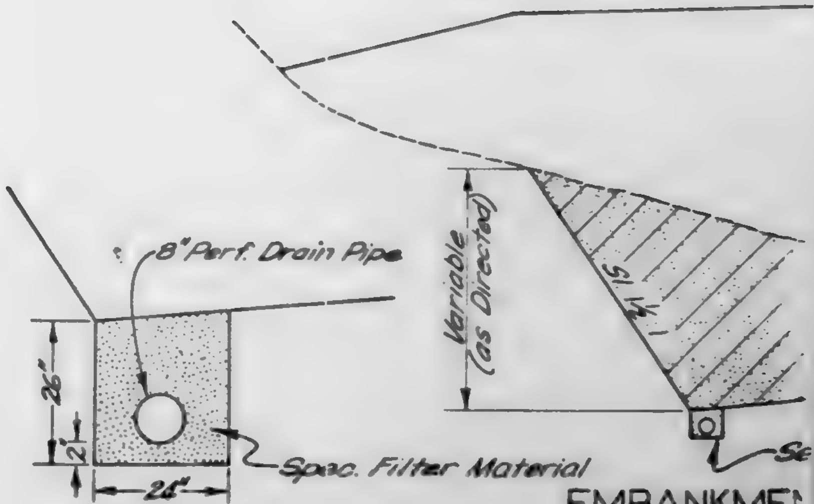

Standard Band Angle
A
A
O.D.
SEC. A-A
O.D of Pipe
Weld
NOTE:
Pipe Diaphragm to be Connected to Pipe by Standard Coupling Band
12 Ga. Corr. Metal (Asphalt Coated)
Riveted Seams if Necessary
Width = 2D of Pipe

PIPE DIAPHRAGM


3'
7'
4'
12
Profile G
Sl. 0.02
Sl. 2:1
Sl. 6:1
Sl 6:1
Sl. 4:1 Nom.
Sl. 0.02'/ft.


B
B
A
A
For Details Not Shown, See Drg. No. 2105
1'6"
1'
1'6"
Concrete Ditch Lining
3'
5'
8'
1½"
6"
1'6"
3"
Sl. 2:1
4-4-⅝/¼ Wire Mesh
6'
Sl. 1:1
SECTION A-A
SECTION B-B

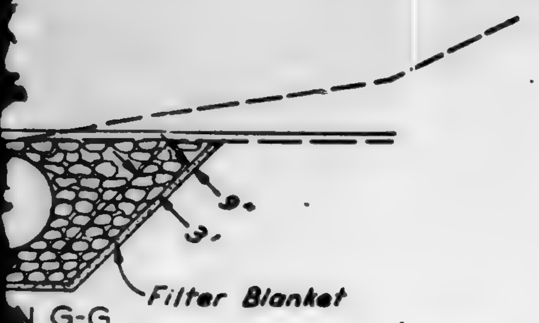
SPECIAL TYPE "G-2MA" INLET


8" Perf. Drain Pipe
26"
2
24"
Spec. Filter Material
Variable (as Directed)
Sl. 1½
Se

DETAIL "A"

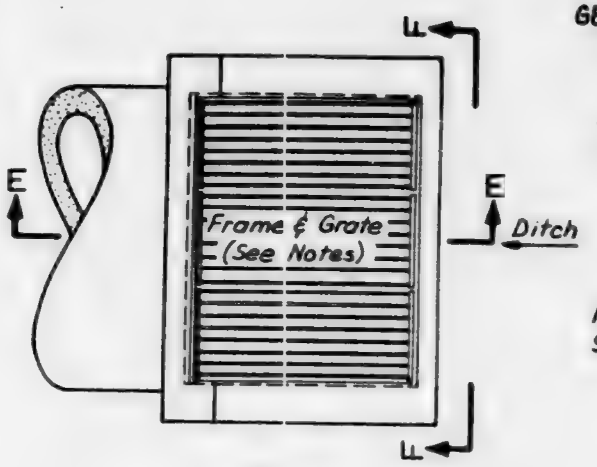
EMBANKMEN

STA

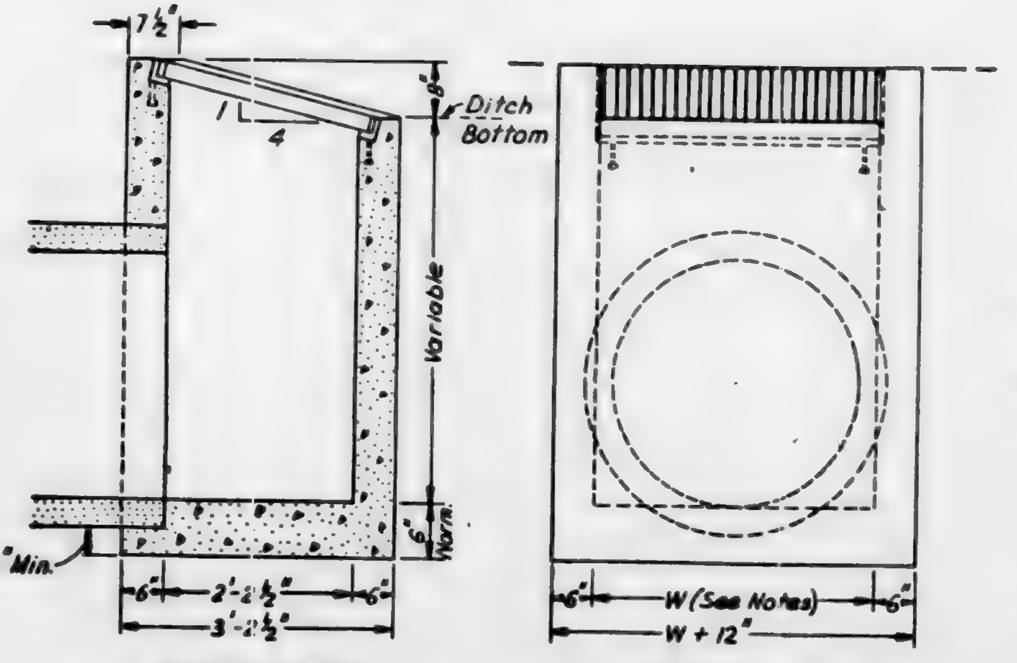

9"
3'
Filter Blanket

N G-G
LVERT INSTALLATION
36(LT.)

GENERAL NOTES:
TYPE 2;
1. Use Type G-2 Frame & Grate (2-Grates)
2. Dimension W = 2'-3 3/8"
TYPE 3;
1. Use Modified Type G-2 Frame (Dimension Y & V, Add 1'-1 5/8" Y = 3'-5", V = 3'-6 3/8")
2. Use Type G-2 Grates (3-Grates)
3. Dimension W = 3'-5"
For Frame & Grate Details Not Shown, See Drg. No. 2105


F
F
E
E
Ditch
Frame & Grate
(See Notes)

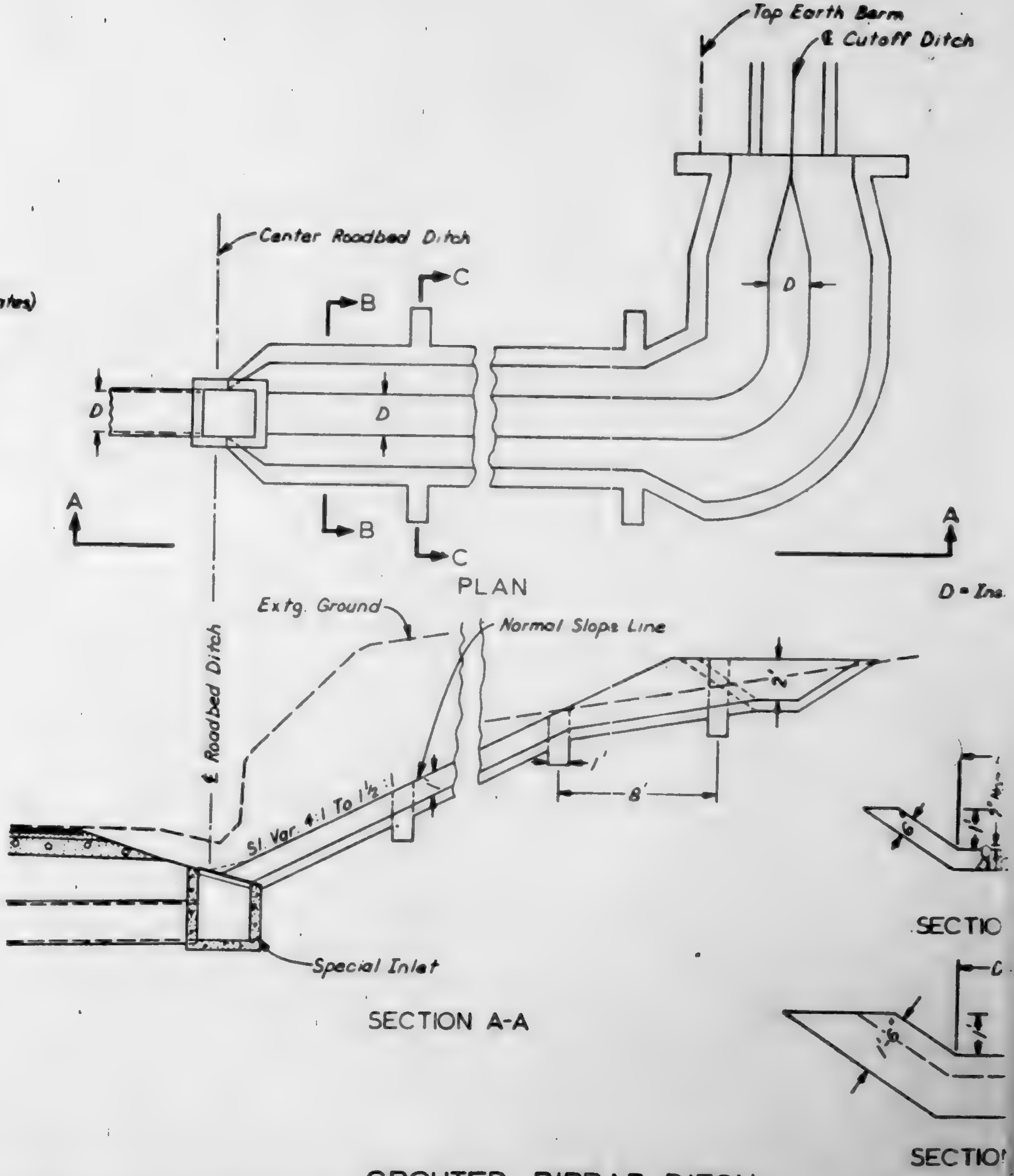
PLAN


7½"
8"
Ditch Bottom
1
4
Variable
6"
Norm.
9" Min.
6"
2'-2½"
6"
3'-2½"
6"
W (See Notes)
6"
W + 12"

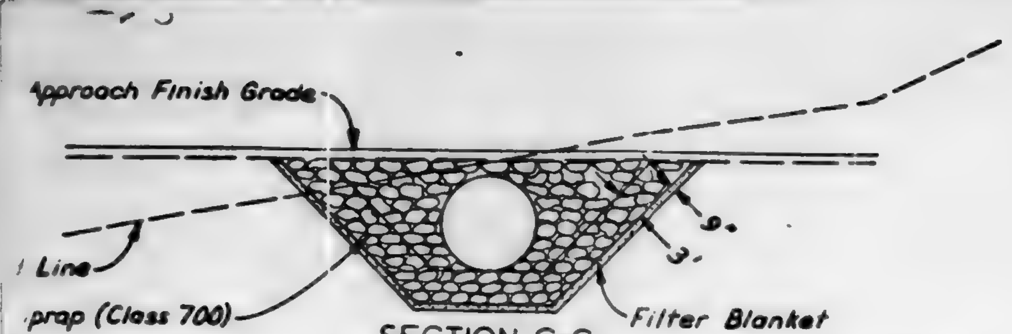
SECTION E-E

ELEVATION F-F

SPECIAL INLETS, TYPE 2 & TYPE 3


Top Earth Berm
℄ Cutoff Ditch
Center Roadbed Ditch
D
B
B
C
C
D
D
A
A
PLAN
D = Ins.
Extg. Ground
Normal Slope Line
℄ Roadbed Ditch
2'
1'
8'
Sl. Var. 4:1 To 1½:1
Special Inlet
SECTION A-A
6"
1'
SECTIO
1'-6"
SECTIO

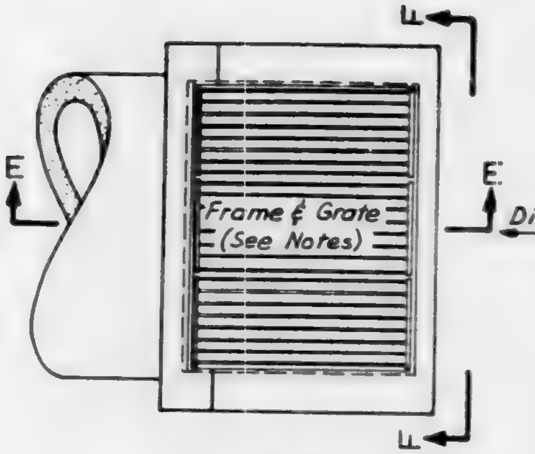
GROUTED RIPRAP DITCH


Approach Finish Grade
Line
prap (Class 700)
Filter Blanket
6"
3'

SECTION G-G

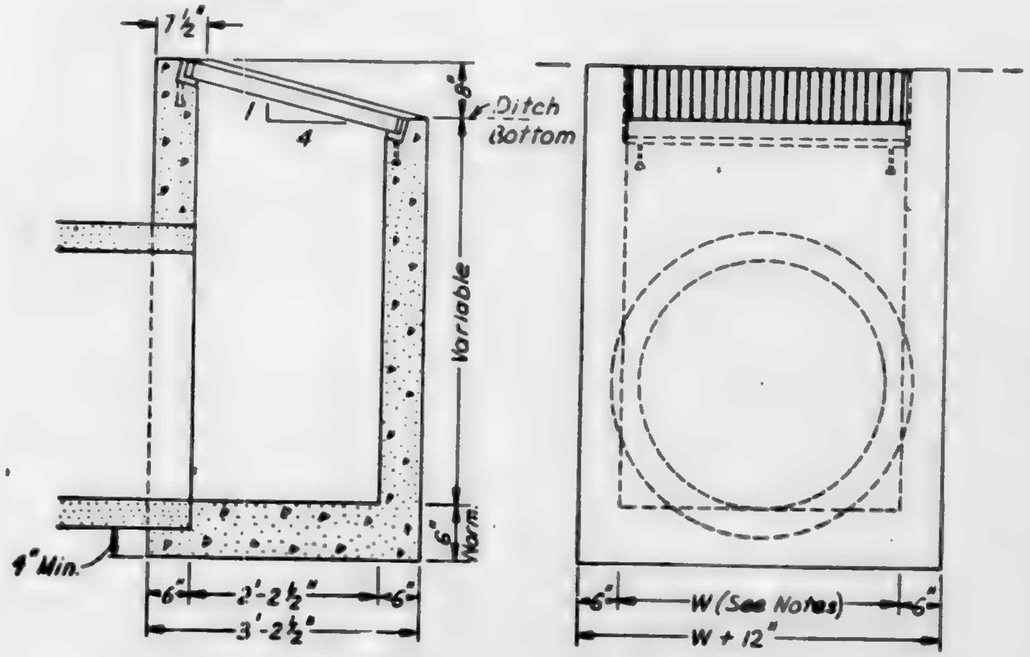
RIPRAP DETAIL AT CULVERT INSTALLATION

STA. 533+36 (LT.)


E
E
F
F
Frame & Grate
(See Notes)
Ditch

PLAN

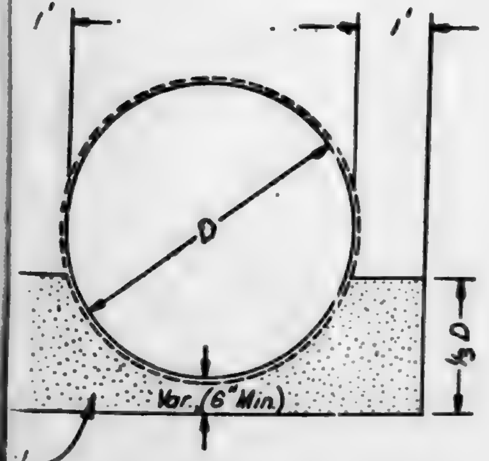
GENERAL NOTES:
TYPE 2;
1. Use Type G-2 Frame & Grate (2-Grates)
2. Dimension W = 2'-3 3/8"
TYPE 3;
1. Use Modified Type G-2 Frame
(Dimension Y & V, Add 1'-1 5/8"
Y = 3'-5", V = 3'-6 3/8")
2. Use Type G-2 Grates (3-Grates)
3. Dimension W = 3'-5"
For Frame & Grate Details Not
Shown, See Drg. No. 2105


7 1/2"
8"
Ditch
Bottom
1
4
Variable
6"
Norm.
4" Min.
6"
2'-2 1/2"
6"
3'-2 1/2"
6"
W (See Notes)
6"
W + 12"

SECTION E-E

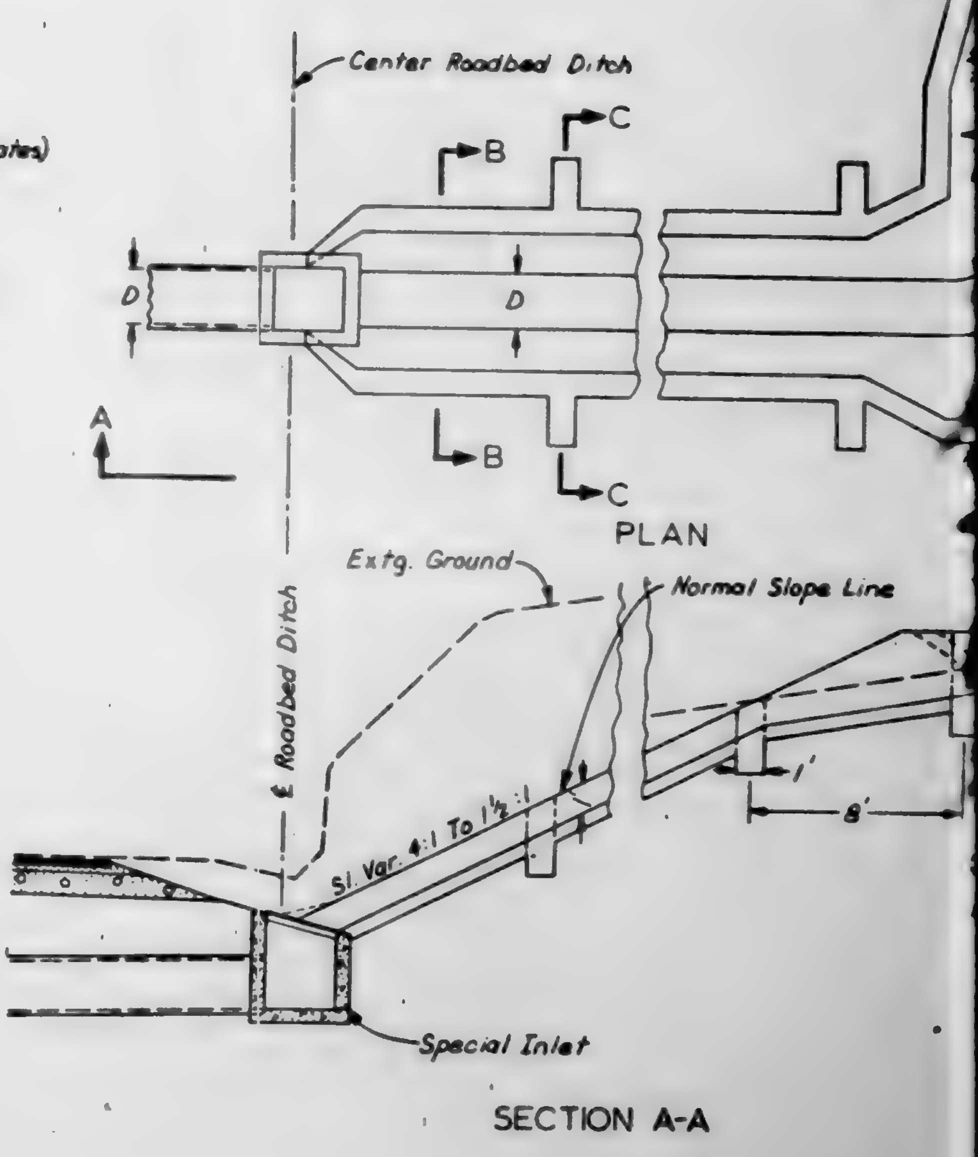
ELEVATION F-F

SPECIAL INLETS, TYPE 2 & TYPE 3


1'
1'
D
1/3 D
Var. (6" Min.)

SS "B" PIPE BEDDING

(For Locations, See Plans)


Center Roadbed Ditch
B
B
C
C
D
D
A
Extg. Ground
Normal Slope Line
℄ Roadbed Ditch
Sl. Var. 4:1 To 1 1/2:1
1'
8'
Special Inlet

PLAN

SECTION A-A

GROUTED RIPRAP D

FINAL DESIGN
UNIT
JUN 14 1978
DESIGN SECTION

Duane -

We have been criticized in the past in Region 4 & 5 for (a) constructing paved end slopes and (b) I believe even sloping the ends.
[(a) cost wasn't justified (b) tumble weeds plugged the ends.

Paved end-slopes on the subject job would have ~~[illegible]~~ prevented the erosion problem at culvert end.

Also (24") culvert pipes (as a minimum size) have been installed on previous projects in this area at the regions request

---

136-37

STATE OF OREGON

INTEROFFICE MEMO

TO: R. C. Pool
Regional Maintenance Engineer

DATE: February 27, 1978

FROM: Richard S. Hawkins,
District Engineer

SUBJECT: Erosion Problem Clem Road - Speece Section John Day Highway

Herewith is a short on the erosion that occured on the subject project.

It appears, to this writer that there were possibly three contributing factors. By priority they are listed below:

1. Improper Compaction
3. Catch Basins
3. Type of Soil

With regards to the compaction - it is not the intent of this writer to fix blame or embarrass anyone - it is my opinion that during the wet fall and winter months, moisture came in at the bottom and sides of those culverts, saturating this very light soil which possibly had not been properly compacted, and it became almost fluid then when the last heavy run off came it became fluid - this occured on those culverts with catch basins also.

This light soil you find in many areas throughout the wheat country will give the appearance of being compacted. If the moisture at the time of compaction is not close to the optimum, then when moisture reaches it, the soil seems to disintegrate. I have seen it happen on numerous occasions.

As to recommendations:

1. Closer inspection on compaction efforts.
2. Catch Basins are not desirable. They have a greater tendency to plug - an open end culvert is better.
3. Pave the invert end of these culverts - 5' to 10' each direction from inlet.
4. To help with compaction around culverts some stabilizing treatment could be used - (Soils Engineer in Salem should look at this).

If further data is required, please advise me.

RSH:bas

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 28 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
March 1, 1978

FILE: CON 5
8429

FROM: L. R. Asburry
Regional Federal Aid Engineer

TO: Robert C. Pool
Regional Construction Engineer

SUBJECT: Erosion Problem
Clem Road-Speece Section
John Day Highway

Listed below are my observations and possible solutions to the subject problem:

1. Catch Basins - As always, hindsight is great. It would be better to widen the roadside ditch and use a sloped end culvert or possibly just a simple headwall on a straight culvert would be better. All of the old culverts in the area had a concrete headwall on the inlet end. As I recall, the reasonong for the catch basins was to reduce right-of-way required. This was a State Bond project, and consequently many steps were taken to reduce costs.

2. Treatment of soil and ditch adjacent to culverts - Some type of treatment should be made such as ditch lining (asphalt, grout, treated fabric, etc.) near the inlets so that the water does not penetrate into the soil. The majority of roadside ditches in this area have eroded at one time or another and rock has been placed in the ditches.

   When this type of soil gets just a little above optimum, it becomes very fluid. Also, the soil is very difficult to get a good growth of vegetation in a short period. Some thought to additional fertilizer and/or faster growing grasses should be considered.

3. As far as compaction is concerned, a full time pipe inspector was assigned to this project. He was present at all times during installation of the culverts and during backfilling. There were compaction tests taken during backfill, and these are part of the project records. At the outset of the pipe work it was very apparent a full time pipe inspector was needed. I am fully satisfied that the specified compaction was attained.

4. A periodic inspection of the inlets by Maintenance personnel would also help - especially during a storm. I do not point my finger at anyone or intend to embarass anyone, however, I believe checking inlets is a standard maintenance procedure.

LRA:pw

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5
8429

Bend, Oregon, 97701
June 7, 1978

Robert C Pool

FROM: Robert C. Pool pw
Region Construction Engineer

TO: H. Versteeg
Head of Engineering

SUBJECT: Erosion Problem
Clem Road-Speece Section
John Day Highway

This past winter we had some rather severe erosion problems on the Clem Road-Speece Section which was constructed in 1977.

Three of the cross culverts were constructed with a concrete inlet at the up-stream end. These inlets plugged during the early portion of the storm which caused erosion along the culvert pipe and eventually eroded a hole completely under the highway.

The soil in these locations is an extremely fine silt and was obviously very erodible. This is wheat country where there is usually a certain amount of straw which comes down drainage areas during the early part of a storm. There were also several culverts which did not have concrete inlets where we had similar erosion problems.

The drainage installations which existed prior to new construction had masonry headwalls on them. Although there were some erosion problems in the past in the roadside ditches, they seldom had problems with erosion under the highway such as we had last winter.

I am attaching letters from our Resident Engineer and District Engineer in this area which discuss some possible solutions. It appears that the headwall, or perhaps some type of ditch lining, would be helpful on projects with similar soil and drainage characteristics.

RCP:pw
Enclosures

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 08 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard 4 Stoudenmeyer
2 Cole WEC 5 Sample
3 Eriksen FE 1 Watson DW
Hager Dorn Lau
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8429

5

Salem, Oregon
August 1, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Erosion Problem
Clem Road-Speece
John Day Highway

Robert C. Pool
Region IV Construction Engineer

Your letter of June 7, 1978, with accompanying pictures vividly points out the damage that water can do when erosion takes place around inlets and roadway culverts due to a design or construction deficiency.

In reviewing the photographs and reading yours, Asburry's and Hawkins' comments it appears that several things could and should be done under the circumstances encountered:

1. A catch basin with an open inlet on the side or wider bar spacing on the inlet should have been specified.
2. Paved end slopes and ditch stabilization should have been called for.
3. Compaction needs to be watched closely and apparently was on this project according to Mr. Asburry.

It is hoped that field location data will comment on this type of potential problem on future projects and it will be watched for by our designers.

Thank you for your input. It is this type of input that makes us aware of the field problems and be able to come up with a solution on future projects, which might encounter these circumstances.

DOC:ab
cc: L. R. Asburry
R. S. Hawkins

bc: D. O. Christensen

In
and
Circulate

RECEIVED
1978
LOCATION
SECTION

JSB
PFG
WCD
TEB
O.i.b.

1 Versteeg ✓
6 Christensen DOC
George
2 Olson
3 Terpin FET
4 Sullivan
5 Scott
Savage

RECEIVED
AUG 02 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8429 Clem Rd.-Speece Sec. of 1976
John Day Hwy. N. of Condon
(Grading & paving)

3428

I-5

Salem, Oregon
April 5, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48976 - Meidl et al
Dillard Jct.-Myrtle Creek Section
Pacific Highway
Douglas County

Attached is a description, an authorization and R/W prints covering the only R/W required for the subject section, which is scheduled for July 29, 1976.

This parcel of R/W is desirable, but not absolutely necessary for this project, so if their are any acquisition problems that would require postponement of the project please advise and we will re-examine our design.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

______ Versteeg ______
______ Olson ______
______ Christensen ______
______ Scott ______
______ Swenson ______
______ Savage ______
______ Trout ______
______

RECEIVED
APR 5 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______
______

34-1

J 5

Salem, Oregon
April 7, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Dillard Jct.-Myrtle Creek Section
Pacific Highway
Douglas County
M.P. 108.43 to M.P. 112.50

This is an overlay and safety project presently scheduled for contract letting July 29, 1976, and being moved to the June 24, 1976, letting.

The overlay thickness proposed for the project is 2 inches of "C" mix and 1 inch of "E" mix asphaltic concrete.

Please advise the deck treatment proposed for the following structures.

1. Overcrossing Boomer Hill Connection
   Bridge No. 7900A

2. Overcrossing South Umpqua River
   S.P. Railroad and Highway 235
   Bridge No. 7841A & B

FE:jh
cc: Fred Eriksen

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 14, 1976

FILE:

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Dillard Jct.-Myrtle Creek
Pacific Highway
Douglas County

The project is scheduled for the June 24, 1976, contract letting.

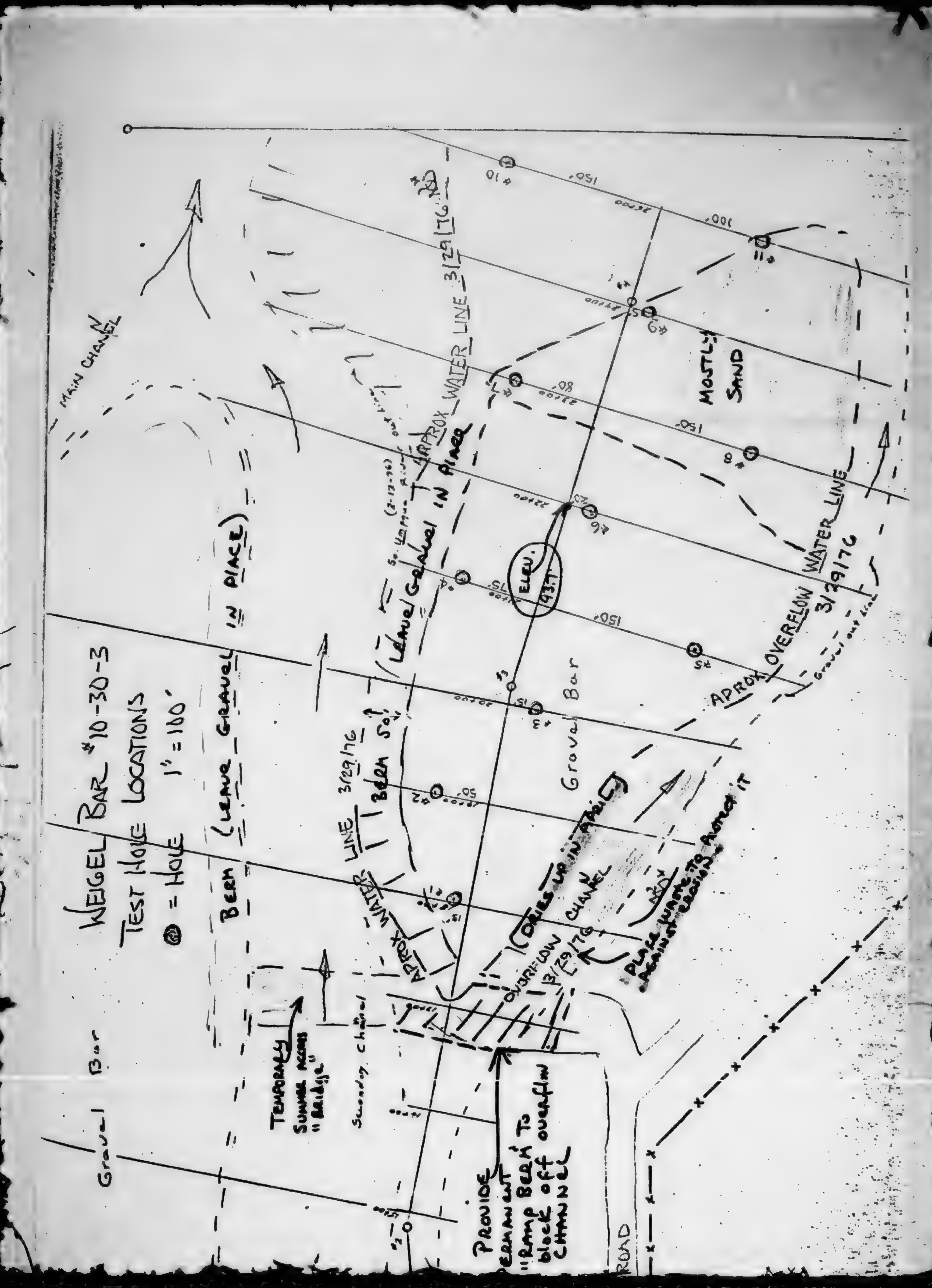
A material source for surfacing aggregates will be needed. The quantities are as follows:

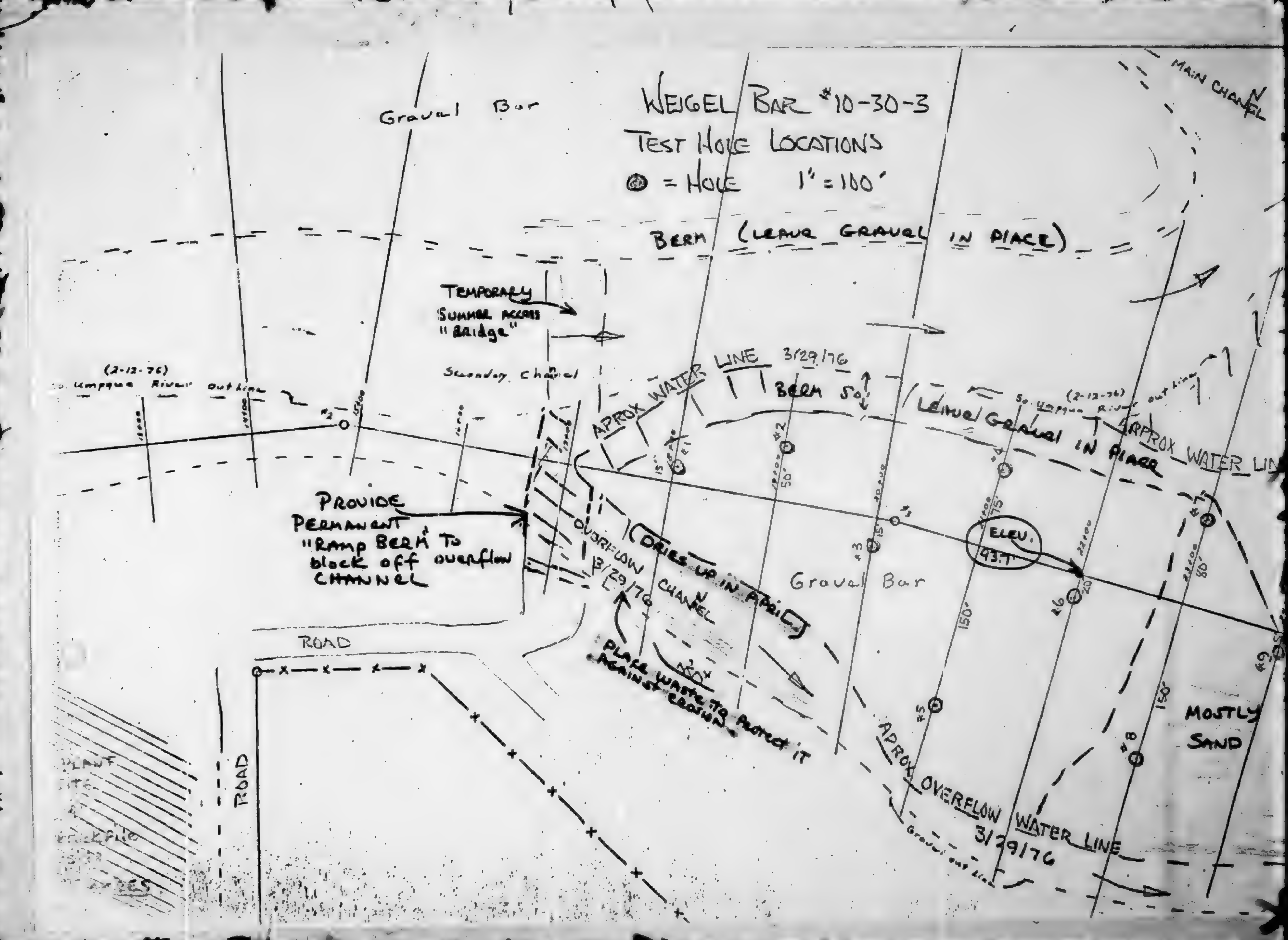
Paving Aggregates	23,500 cubic yards
Shoulder Aggregates	5,500 cubic yards
TOTAL	29,000 cubic yards

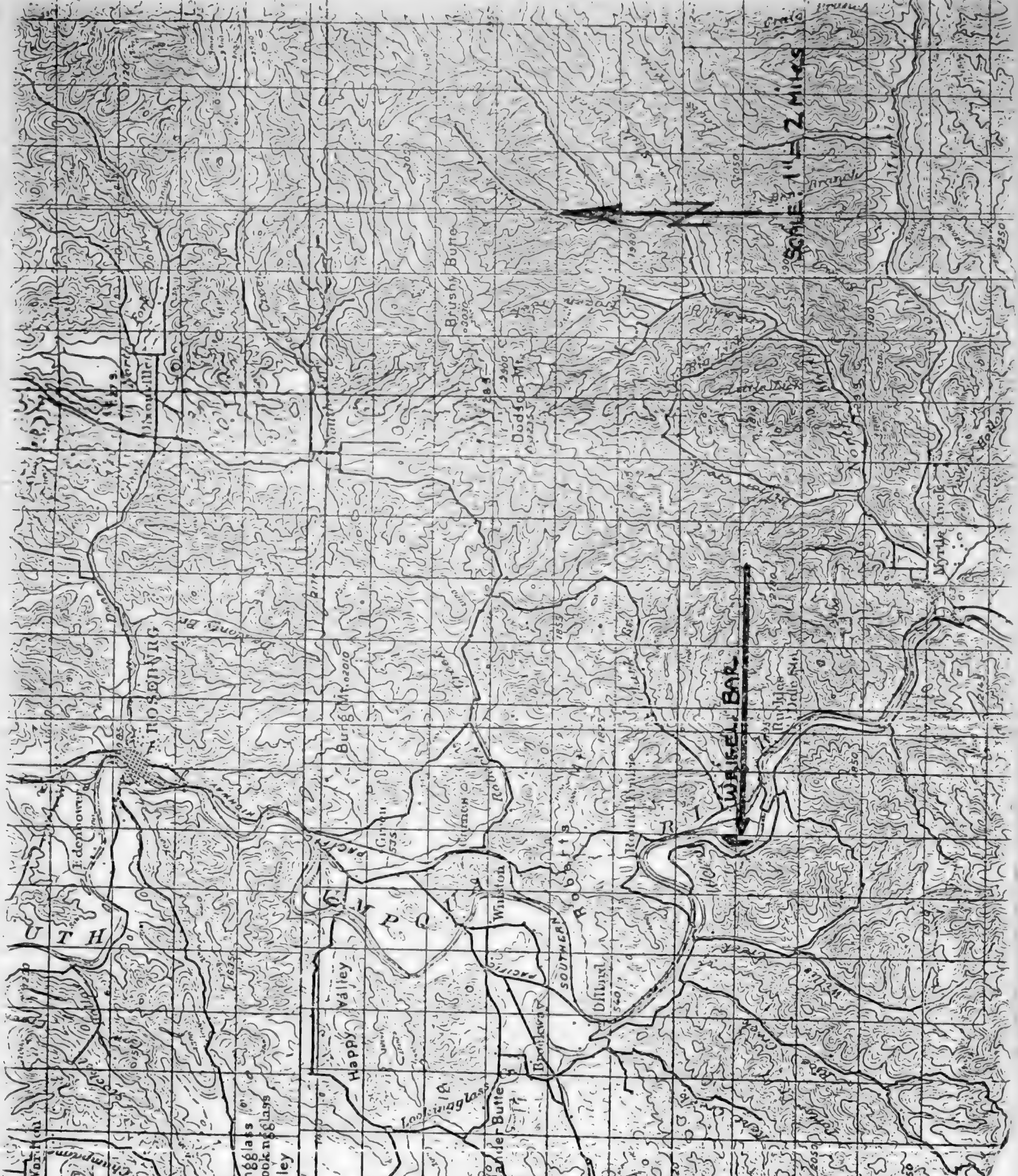
The earthwork on the project is 7,100 cubic yards short of a balance. A source for this material should be provided.

Please furnish material source data, sketch maps, development and reclamation plans and mining permit application.

DOC:jh
cc: Fred Eriksen
Don Trout


WEIGEL BAR #10-30-3
TEST HOLE LOCATIONS
⊙ = HOLE
1" = 100'
MAIN CHANNEL
Gravel Bar
BERM (LEAVE GRAVEL IN PLACE)
APROX WATER LINE 3/29/76
BERM So.?
LEAVE GRAVEL IN PLACE
(2-12-76) So. Water out line
APPROX WATER LINE 3/29/76
ELEV. 93.7
MOSTLY SAND
APROX OVERFLOW WATER LINE 3/29/76
Gravel out line
Gravel Bar
DRIES UP IN APRIL
OVERFLOW CHANNEL 3/29/76
PLACE WASTE TO PROTECT IT AGAINST EROSION
TEMPORARY SUMMER ACCESS "Bridge"
Secondary channel
gravel
PROVIDE PERMANENT "Ramp Berm" TO block off overflow CHANNEL
ROAD
#1
#2
#3
#4
#5
#6
#7
#8
#9
#10
#11
15'
50'
15'
75'
150'
20'
150'
80'
150'
25'
100'
150'
20+00
21+00
22+00
23+00
24+00
25+00
26+00


WEIGEL BAR #10-30-3
TEST HOLE LOCATIONS
⊙ = HOLE 1" = 100'
MAIN CHANNEL
BERM (LEAVE GRAVEL IN PLACE)
Gravel Bar
TEMPORARY SUMMER ACCESS "BRIDGE"
Secondary Channel
(2-12-76) So. Umpqua River out line
APROX WATER LINE 3/29/76
BERM 50'
LEAVE GRAVEL IN PLACE
(2-12-76) So. Umpqua River out line
APROX WATER LINE
PROVIDE PERMANENT "RAMP BERM" TO block off overflow CHANNEL
OVERFLOW CHANNEL 3/29/76
(DRIES UP IN APRIL)
PLACE WASTE TO PROTECT IT AGAINST EROSION
Gravel Bar
ELEV. 93.1'
APROX OVERFLOW WATER LINE 3/29/76
Gravel out line
MOSTLY SAND
ROAD
ROAD
PLANT SITE
STOCKPILE
ACRES
#1
#2
#3
#4
#5
#6
#7
#8
#9
15'
50'
75'
150'
20'
80'
150'


SCALE: 1" = 2 MILES
WALKER BAR
ROSEBURG
UTH
UMPQUA
RI
Brushy Butte
Dodson Mt.
Burg Mt.
Winston
Roberts
Dillard
Happy Valley
Lookingglass
Lookingglass Valley
Alexander Butte
Edenbower
SOUTHERN
PACIFIC
Myrtle Creek
Riddle Mt.

"center portion of the bar" (between the main channel and the secondary channel) than deep digging of the near shore bar portion. This followed a discussion where we maintained we would have to excavate the near shore bar to 8 or 9 feet in depth to gain the required estimate of 40,000 cubic yards of usable material.

3.) To excavate the center bar it would be appropriate to "ramp across" the secondary channel (similar to work at Kummer bar with railroad car). This is presently a channel approximately 120 feet wide but only approximately 3 feet deep. Later in the summer when excavation is proposed (after June) the water level will be quite low. This channel crossing would, of course, be removed. Gravel excavation would have to be completed between June and September.

4.) That a berm approximately 50 feet in total width be retained adjacent to the secondary channel and main channel to retain the quality of flowing river water and to check erosion. This berm would not be a built up berm but would consist of the existing in place gravels.

5.) That excavation should not be deeper than 1 foot above the existing water level - approximately 86 feet in elevation. This would mean an average of 4 foot depth of excavation will be required over approximately 10 acres. This takes into consideration a 30% waste factor and berms.

Enclosed are forms to be submitted to the Division of State Lands and Department of Geology and Mineral Industries. I have also shown items which will be necessary to include. The two forms to be submitted to the Department of Geology and Mineral Industries (including illustrations) should be submitted to Don Trout, Design Office Engineer, 223 State Highway Building, Salem. It will require approximately 45 days for all the permit data to be approved down through the various agencies.

JB/rk

c.c. Frank Terpin
J. X. Wilson
F. Yarbrough
File

1-5

REFERRED TO

Beard Reed
Cole Sample
✓ Erikson FE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
ROSEBURG, OREGON 97470

1 Versteeg ✓
2 [illegible] BW
3 [illegible] MM

RECEIVED
27 1976

Requires Reply ☐
Requires Approval ☐

DATE APRIL 22, 1976

TO BILL TISON
RESIDENT ENGINEER

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST
by James A. Bilderback James A. Bilderback
Asst. Reg. 3 Engr. Geologist

RECEIVED
APR 26 1976
LOCATION SECTION

SUBJECT WEIGEL BAR (#10-30-3)
DILLARD JUNCTION-MYRTLE CREEK INTERCHANGE SECTION
PACIFIC HIGHWAY DOUGLAS COUNTY

Eleven (11) backhoe test pits were dug on March 31, 1976 with our Region backhoe. Nine (9) samples were pulled from seven test pits to show the mean consistency and size ranges within the bar. Qualifying samples submitted in 1974 show an adequate quality aggregate. A portion of the gravel bar is high in sand content (note location map). In test pit #2 from 4-5½ feet a layer of clayey silty sand was intercepted. Perhaps as much as 30% of the material in the bar would be waste - - i.e., too much sand, the clayey sand zone and occasional wood particle areas. Location sketch of test pit areas is enclosed.

A meeting was held April 19, 1976 between James A. Bilderback, Bill Tison and Jerry Bower, District Aquatic Biologist with the Wildlife Commission Region Office in Roseburg.

During our meeting, Mr. Bower made several suggestions regarding the best method of excavation. The following are my interpretations of his suggestions:

1.) That a permanent "ramp berm" be installed to block off the now shallow overflow channel. This would be well placed and compacted with good gravel materials (particularly well armored on the upstream side). This would be used as a construction access facility - perhaps 50 feet wide and placed approximately 2 feet higher in elevation than the head of the bar. This would provide a good barrier to place fine materials and waste behind to keep erosion minimal.

2.) That less of an impact would be created by excavating the

NOTED
F. E. TERPIN

and it was determined that it would be difficult to obtain enough material from this bar. In discussing this shortage with Mr. Bauer, it was brought out that material would also be required from Bar "A". Jerry wants the material to come from Bar "A" and to only remove material from Bar "B" if a shortage occurs. He stated that if the material was removed from Bar "B" this could cause the water to cut a new channel along the overflow channel and easterly bank of the river. This would cause heavy erosion along the bank. If material is required from Bar "B", it should be taken from the lower extremities of the bar near the secondary channel.

In removing material from Bar "A", a haul road must be constructed as shown on the sketch. Materials used to construct the road should be clean erosion-resistant rock. A railroad flat-car is recommended as a structure across the secondary channel. Upon removal of the haul road, the ramp from the easterly bank of the river to the edge of the secondary channel will be shaped and left to serve as a diversionary dike to turn water away from the easterly bank. The bar will be removed to an elevation 1 foot above existing water level. The contractor will grade final excavations so that no potholes or removal pits exist. Berms will be utilized as required to protect the water from erosion during the excavation of the bar.

Should it be necessary to remove material from Bar "B", in shaping the area after excavation, it was stipulated that the final slope shall fall toward the secondary channel of the river.

Mr. Bauer stated that he would like to see the work completed no later than the end of September -- preferably earlier as this area of the river is a prime spawning ground for salmon.

Waste materials from the crusher can be placed in the lower area immediately easterly of the plant and stockpile site. This area is above and beyond the normal bank of the river and would be clear of the stream except during a flood of extraordinary magnitude. This material will be shaped to fit the existing ground conditions, seeded and mulched to prevent erosion.

W.A. Tison

W.A. Tison,
Resident Engineer

WAT/lpc

cc: C.T. Keasey
Alfred Shirley, Jr.
file

1-5

FORM E-30 (REV. 10-61

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
April 26, 1976

SUBJECT: Material Source - Weigel Bar #10-30-3
Dillard Junction-Myrtle Creek Section
Pacific Highway
Douglas County

To: Donald L. Trout
Design Office Engineer
Salem, Oregon

Enclosed herewith the following data for the development of the subject bar.

1 Roll -- Cross-sections
1 Sketch -- Showing work plan
2 Sheets -- Showing analysis of test holes
1 Sketch -- Test hole locations
8 Sheets -- Quantity calculations
1 Set -- Field notes
5 Sheets -- Reclamation Plan
2 Sheets -- Small scale ownership maps
3 Sheets -- Department of Geology and Mineral Industry application

A representative of the Department of Geology and Mineral Industries has advised me that it is unnecessary to submit and application for surface mining permit if the area to be excavated is under high water each year. I have filled out the form, but on the basis that it is not required, have not submitted it to region for signature.

The proposed project requires materials to produce aggregate shoulder material, Class "C" & "E" asphalt concrete pavements. The quantities required for the project are listed as follows:

Aggregate Shoulder material --------------------7,860 Tons
Class "C" asphalt concrete --------------------33,769 Tons
Class "E" asphalt concrete --------------------12,674 Tons

The total tons of aggregate required to produce the above listed materials is 51,221. This is allowing 6.5 and 7.0 percent asphalt for the Class "C" and "E" mixes respectively. Based on a possible waste of 30% during crushing operations, a quantity of material approaching 50,000 cubic yards would be needed to produce the required materials.

On Monday, April 19, 1976, Jerry Bauer of the Fish and Game Commission, Jim Bilderback of the Region Geologists and myself met at the proposed material source. At this meeting a work plan for removing the material was discussed. As can be seen on the enclosed sketch map of the area, there are two bars of gravel separated by a secondary channel. The bars have been designated as Bars "A" & "B". on the map. The main channel of the bar lies westerly of Bar "A". Original plans were to obtain the material from Bar "B" with material coming from Bar "A" only if a shortage developed. Test holes were made

5428 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 3, 1976

FILE:
BR 7841B
7841A
7900A

FROM: L. L. Wallace
Bridge Design Engineer
J. E. Backstrand
Supervising Design Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT:
Dillard Jct.-Myrtle Creek Section
Pacific Highway
Douglas County
Bridge 7841, 7841A, 7900A

The recommended treatment of bridge decks on this section is as follows:

Bridges 7841 B and 7841A, Northbound and Southbound Overcrossings of SPRR, South Umpqua River and Highway 135 (Booth Ranch Bridge).

Existing wear surface	0
Place membrane waterproofing and Class "C" A.C.	1 1/2"
Place Class "E" A.C.W.S.	3/4"
Total A.C. including membrane	2 1/4"

Bridge 7900A, Oxing Boomer Hill Rd. Connection

Remove existing A.C.W.S. (2" estimated)	
Place membrane waterproofing and Class"C" A.C.	1 1/2"
Place Class "E" A.C.W.S.	3/4"
Total A.C. including membrane	2 1/4"

We will prepare a drawing showing details at deck joints for Bridge 7841B and 7841A.

ATB:dh

cc C. G. Swenson
W. J. Quinn
A. S. Harwood

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen TZ Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Olson
2 Christensen DOC
gh Copy Swenson
Trout

RECEIVED
MAY 3 - 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐

1-5

Salem, Oregon
May 3, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Alfred Shirley
Region 3 Engineer

Dillard Interchange--
Myrtle Creek Section
Pacific Highway
Douglas County

The project is on the contract letting schedule for June 24, 1976.

The Bridge Section has advised us they intend to resurface the bridge decks on the section with a total thickness of 2 1/4-inches of asphaltic concrete. Any existing asphalt pavement on the bridge decks is to be removed. The roadway overlay thickness is a total of 3-inches of asphaltic concrete.

The structures involved are as follows:

M.P. 110.35	O'xing Boomer Hill	-- 124' long
	Roadway Width	-- 75'
M.P. 112.57 SB	O'xing S. Umpqua	-- 607' long
NB	O'xing S. Umpqua	-- 570' long
	Roadway Width	-- 30' (each)

The structures at the South Umpqua do not have any asphalt on the decks as far as we know. So tapering the 3-inch roadway overlay to the 2 1/4-inch thickness on these bridge decks probably won't be a problem.

The Boomer Hill structure is believed to have about 2-inches of asphalt on the deck. So tapering the roadway overlay into the bridge will require the removal of 2 or 3-inches of existing pavement at the very least.

Please review the roadway condition at the bridge ends and recommend whether the overlay can be tapered or the roadway should be excavated and repaved to provide full pavement strength. As we are short on time, please reply by telephone by Friday, May 7, 1976 and follow up with a letter.

FE:az
cc: Fred Eriksen
J. X. Wilson

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
MAY 4 - 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☑
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

84-1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-2(-)109
Dillard Junction-Myrtle Creek Int. Section
Pacific Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 23 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action if Weigel Bar is the designated materials source as indicated on page 2.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

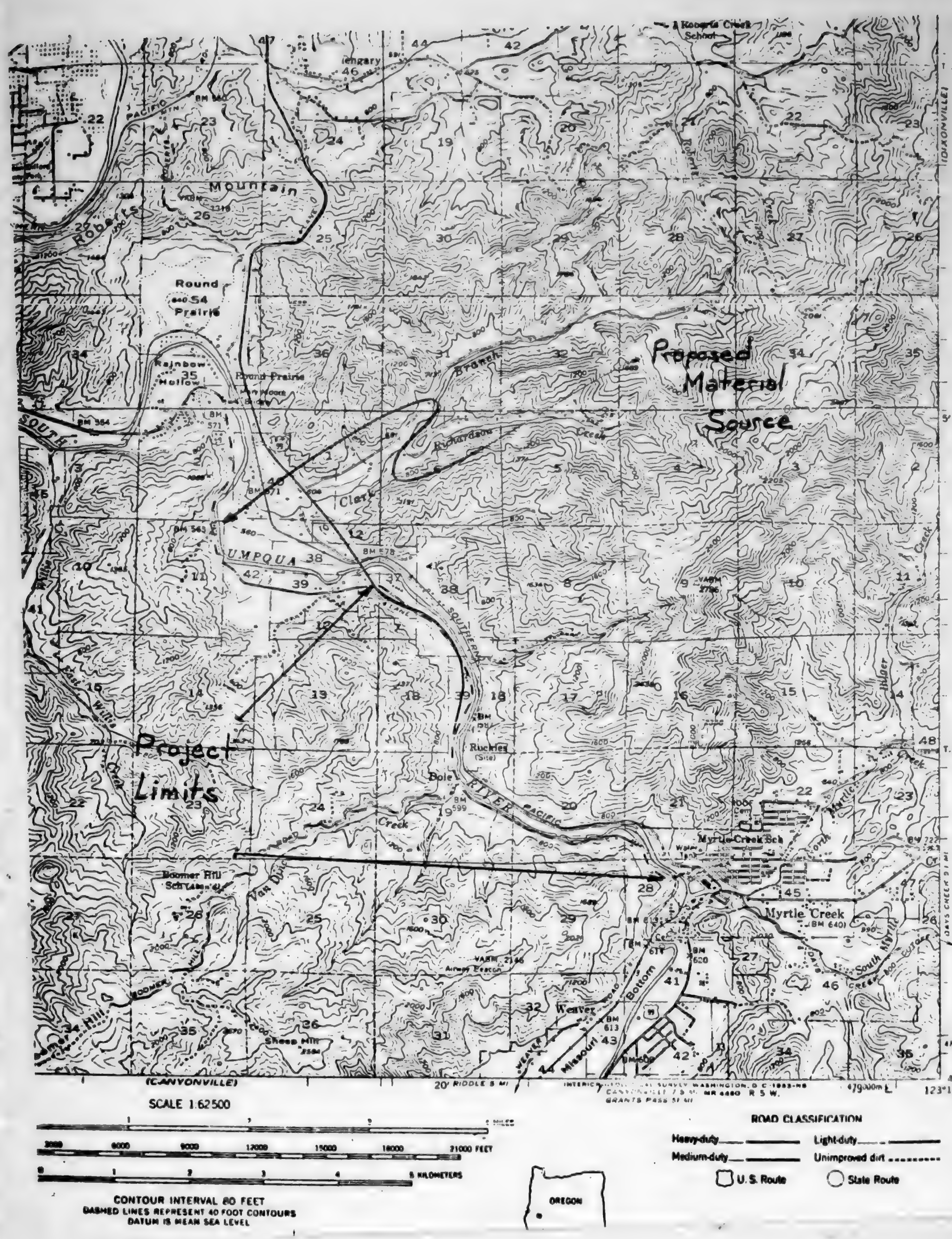
cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
MAY 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Schneider

RECEIVED
MAY 26 1976
Office of
Assistant State Highway Engineer


Proposed Material Source
Project Limits
Roberts Creek School
Mountain
Roberts
Round Prairie
Rainbow Hollow
Round Prairie
SOUTH
UMPQUA
RIVER
SOUTHERN PACIFIC
Branch
Richardson Creek
Clark
Ruckles (Site)
Dole
Creek
Myrtle Creek Sch
Myrtle Creek
Boomer Hill Sch
Boomer Hill
Van Dine
Airway Beacon
Weaver
Missouri Bottom
Sheep Hill
South Myrtle
North Myrtle
Willis Creek
Days Creek
(DIXONVILLE)
(CANYONVILLE)
RIDDLE 5 MI
T. 29 S.
R. 5 W.
123°15'
43°00'
OREGON

SCALE 1:62500

CONTOUR INTERVAL 80 FEET
DASHED LINES REPRESENT 40 FOOT CONTOURS
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION

Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U.S. Route
State Route

6. Preliminary Identification of Areas of Critical Concern: Development of material source and disposition of waste material.

7. Potential for Controversial Issues: Permit to remove rock from the South Umpqua River. Moderate haul road from material source to jobsite.

8. Potential for Consistency of Proposal With: Not applicable.

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

   d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

(Continued)

4. This proposed property acquisition would permit both a widening of the existing roadway to current standards and the removal of slide materials presently stockpiled between I-5 and the South Umpqua River in the existing right-of-way further south.

   Work on the project section will involve some slope flattening and grooming as well as surface drainage adjustments. Resultant impacts will be local and of short duration.

   Work in the area of the material source will be confined to the low water period, and it will be regulated by pertinent state statutes under a permit from Division of State Lands.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: 0.32 acre will be required for widening. The reduction of wildlife habitat will be very minimal.

2. Estimated Impact on Traffic Patterns:

Minimal.

Consequences--Air Quality, Noise, Safety, etc.: Improved safety due to widened shoulder and installation of guardrail.

3. Estimated Impact on Land Use: Slight loss of grazing land, conversion to roadway use.

Consequences: None.

4. Expected Impact on Natural Ecological Resources: There will be a small reduction of marginal wildlife habitat in a long, narrow strip between engineering stations 3201+00 - 3310+00 along the east side of the highway. The strip totals 0.32 acre.

(Continued on page 4A)

Consequences: No lasting consequences anticipated.

5. Expected Impact on Cultural and Scenic Resources: Only minimal, temporary impacts are expected.

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project is bordered on the east side by the South Umpqua River and on the west side by steep slopes. The South Umpqua River is noted for sport fish such as salmon, trout and steelhead. The west side is composed of rocky cliffs that have a history of slides. The surrounding area supports small nocturnal animals, pheasant quail and blacktail deer. There is very little brush or vegetation in the immediate vicinity of the project. Trees are generally in discontinuous clumps, except on north and east facing slopes, and consist largely of oak, madrone, pine and cedar.

2. Cultural: The route travels through a rural area. Adjacent properties are under private ownership and land use is primarily agricultural (grazing). Farms and homes characterize the landscape. Heavy truck and car traffic runs continually. The South Umpqua River can be viewed at various points along the route. Utilities in the area include electric,gas and phone.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 0.32 ; Type of Relocation Req. none ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any: The material for the crushed rock will probably come from Weigel Bar, a state-owned source on the South Umpqua River. The required earthwork will come from the jobsite. The project will require an estimated 50,000 tons of paving and shoulder aggregates.

Type of Structure(s): A 4' x 6' R.C.B.C. will probably need to be extended.
(M.P. 109.86, Culvert 7901)

Brief Description of River or Stream and Type of Involvement, if any: The material source is located on the South Umpqua River which is a fairly fast flowing stream subject to winter flooding. Work on the bar will be regulated by a permit issued by Division of State Lands and subjected to agency review.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any: The job has an approved survey authorization and prefix (January 1976 ... 610-1922)

Location or Design Alternatives (identify and describe): Alt. 1 Minor widening of the existing alignment and overlay. Alt. 2 Improve the alignment at the south end of the project, Myrtle Creek Interchange and overlay.
Alt. 1 is being developed.

Other Descriptive Information or Comments: Traffic during construction to be handled by stage construction, detours and/or flagmen.

(Attach project sketch map.)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
non-major

I-5-2(-)109

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 22, 1976

Section Dillard Jct.-Myrtle Creek Int.

Unit (if appl)

County Douglas

City North of Myrtle Creek

Highway Pacific

State Hwy. No. 1

Termini: M.P.(if appl) 112.67 - 108.29

Length 4.40 miles

Region III

Construction Estimate $1,500,000
Program Amount

B. Purpose of Project: Upgrade the existing highway surface by means of an overlay. Upgrade the existing median barrier and guard rail to current standards. Improved safety and lower maintenance costs should result.

C. Origin & History of Project: This project originated in the Region because of deficiencies on the existing section with respect to safety and maintenance conditions.

D. General Description of Project: The northerly terminus is at M.P. 112.67 at the north end of the South Umpqua River Bridge, and the southerly terminus is at M.P. 108.29 at the Myrtle Creek Interchange.

Alignment: New ____ Existing XX Combined ____

Typical Section: Existing: No. Lanes 4 ; Med. 8.4 ; Shldrs. 10 ; Parking ____

Proposed: No. Lanes 4 ; Med. 8.4 ; Shldrs. 10 ; Parking ____

Traffic: Existing Facility: Existing ADT (1974) 12,500 ; Projected ADT 23,750 ; Yr. 1994

Existing Level of Service A (F)

Proposed Facility: Projected ADT 23,750 ; Yr. 1994

Projected Level of Service A (F)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-2(-)109
Dillard Junction-Myrtle Creek Int. Section
Pacific Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 23 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action if Weigel Bar is the designated materials source as indicated on page 2.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

PROJECT MANAGEMENT
MAY 26 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter

RECEIVED
STATE HWY ENGR
MAY 26 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 27, 1976

FROM: L. [illegible] Kulken
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Dillard Jct.-Myrtle Cr. Int. Sect.
Pacific Hwy.
Douglas County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-28-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 6 : J. C. McCormick
Region 3 Geologist: Elliott Parker

7/29

1-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 27, 1976

FILE: BRS.NOS.
7841A
7841B

FROM: L. L. Wallace
Bridge Design Engineer

Gerald E Backstrand
J. E. Backstrand
Supervising Design Engineer

SUBJECT:

Dillard Intch.-Myrtle Creek Sec.
Pacific Highway
Douglas County
Bridges Nos. 7841A, 7841B

TO: Mr. D. O. Christensen
Final Design Engineer

We have decided that Bridges 7841A and 7841B should not receive any deck overlay at the present time. The pavement overlay at the southerly end of these structures should be tapered to meet the present deck elevations. This is contrary to the recommendation in our letter of May 3, 1976 and will change the beginning of the project.

ATB:dh

1 Versteeg ✓
Olson
2 Christensen Don
Scott
3 Swenson
Savage
Trout

RECEIVED
MAY 27 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring Up. ___/___
Other ____

REFERRED TO

Board
Cole
✓ Eriksen F.E.
Hager

Reed
Sample
Watson
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DILLARD INTERCHANGE-MYRTLE CREEK SECTION
PROJECT NO. I-5-2(84)109

Existing Facility: Four 12-ft lanes A.C. pavement with 10-ft shoulders and variable 8-ft to 16-ft median.

Structure - - Br. 7841A, Booth Ranch Br. SB, 884' RCDG & steel deck truss, HC 30', H-20 loading.
Br. 7841B, Booth Ranch Br. NB, 844' RCDG & steel deck truss, HC 30', H-20 loading.
Br. 7900A, Boomer Hill O'xing, 124' RCDG, HC 37'7", H-20 loading.

Adjacent Sections:
S. End - - 4-12' lanes A.C. pavement, 16' median & 10' shoulders.
N. End - - 4-12' lanes A.C. pavement, 8' median & 10' shoulders.

Project Data: Work under this project consists of right-of-way acquisition all phases recessary to acquire 0.33 acre on parcel 48976 for the future pavement overlay and revisions to roadway slopes, guardrail, etc. to conform with current Interstate Safety Standards.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non major action project concurred in by FHWA on May 18, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreement.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design - - Not a factor in the development of this project.

Note:
(1) This project is in Congressional District No 4.
(2) No relocation is involved.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

ION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Creek Intchg, N. 4.3 mi.		13,700	25,100	96	10	Oregon	41	042	856

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	I Projects Only: POST MI.	I Projects Only: DESIG.
								I-	5-2	(84)	109	

Interstate

COUNTY NAME	CODE
Douglas	019

ROUTE NO. I	FEDERAL-AID	STATE	U.S.
	I-5	1	I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
53							Right-of-Way acquisition all phases.
	"Dillard Interchg-Myrtle Cr. Section"	4.3	1,000	920	80		(Future Pave. overlay & revisions to roadside features and appurtenances to current Interstate safety standards) ROW-200' min.; Access control-full; Parking restrictions-complete.
CL	PROJECT TOTALS	4.3	1,000	920	80		

TES

REMARKS

Additional Data: Item I669; Project No. I-5-2(69)109.

-OVER-

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W. O.

June 4, 1976

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	I-5, Myrtle Creek Intchg, N. 4.3 mi.		13,700	25,100	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
	Right-of-way								I-	5-2

CARD 4	CLASS OF FEDERAL FUNDS	Interstate	COUNTY NAME	Douglas	CODE (14)	019
	NAME OF URBAN AREA 17-31	---	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	11	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW			4.3	1,000	920	80	
5					CONST (CODE)		"Dillard Interchg- Myrtle Cr. Section"					

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	4.3	1,000 (16) (23)	920 (24) (33)	80
1	14	PROGRAM APPROVAL DATES						REMARKS

Additional Data: Item I669
I-5-2(69)109.

PRO-6-2

June 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(84)109

We are submitting program data for one right-of-way project, Item No. 856, Project No. I-5-2(84)109, "Dillard Interchange-Myrtle Creek Section", which we desire to have included in the Federal-aid Interstate Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $1,000 and federal funds of $920. The right-of-way to be acquired is as outlined in red on the enclosed copies of right-of-way map 8B-29-20.

There is no relocation or displacement of families or businesses resulting from this project; therefore, assurances regarding replacement housing is not required.

Encl.

CL:rm

cc: J. R. Oakes
D. E. Swan
F. Lowe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 7, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Dillard Intchg.-Myrtle Cr. Sec.
Pacific Highway
Douglas County

During a review of preliminary plans for the project on June 2, 1976, in Roseburg Mr. J. X. Wilson requested we add some glare screen. The glare screen (plastic paddles) was to be installed on the curve sections.

In a brief discussion with Mr. Versteeg, on the possibility of adding glare screen to this project, he indicated glare screen could only be justified in high volume urban areas, but this would be reviewed further.

FE:az
cc: J. X. Wilson
C. G. Swenson
Al Hansen

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8. It was determined on the field inspection that the run of guard rail from station 3258 to station 3278 left could best be installed using long posts. The original proposal required embankment construction that would encroach on a frontage road ditch. We will eliminate the embankment and specify long posts.

FE:az
cc: J. X. Wilson
Tom Lowe, FHWA
Bill Tison
Jim Butler
Al Hansen

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 7, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Dillard Intchg.-Myrtle Cr. Sec.
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

Preliminary Plans for the project were reviewed in the Roseburg Region Office and on the project June 2, 1976.

Participating in the review were:

J. X. Wilson, Region Construction Engineer
Bill Tison, Resident Engineer
Jim Butler, Specifications
Al Hansen, Designer
Fred Eriksen, Design Team Supervisor

RECEIVED
JUN 0 8 1976
ROAD
DESIGN
SECTION

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout
Erickson F.E.

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Plan and specification details were discussed as follows:

1. The work on the Umpqua River Bridges has been deleted by the Bridge Section, from this project. The project will begin at the South end of these structures. The sheet piling work to stabilize the bridge end fill will be included in the project.

2. Mr. Wilson proposed that the removal of a portion of the existing A.C. pavement at the bridge ends to permit the overlay to taper to bridge decks be covered as Extra Work.'

3. It was decided we should show a second smaller area on the material source sketch map to be certain of an adequate quantity. The source will be indicated as prospective.

4. Region requested a median drainage system be added on all the curve sections. The drain slots in the median barrier will be filled at these locations.

5. The specifications are to permit the reuse of undamaged sight posts. The mileposts to be treated similarly.

6. The metal median barrier being replaced by the concrete barrier will for the most part be in excess of guard rail needs for the project. The Region indicated it should be acquired by the state.

7. The Region requested reflectors be added to the concrete median barrier. It was proposed that modified Guide post paddles with reflectors on both sides be used. This is being reviewed with the traffic section. It was proposed this be an extra work item.

will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

William H. Sample
Final Design Supervisor

WHS:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
C. G. Swenson
Fred Eriksen

1-5

Versteeg ✓
Olson
Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

June 11, 1976

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Dillard Intchg.-Myrtle Creek Sec.
Pacific Highway
Douglas County

It is proposed that the contractor on the project remove the existing guard rail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current staddard in the construction of new guardrail. It is anticipated there will be an excess of 39,900 feet of guardrail.

We believe it is in the public interest to salvage this material and make it available for use by the State.

We will specify the unused rail members and hardware remain thepproperty of the State. The contractor will stockpile the salvaged material in the State stockpile site at M.P. 6.0 on the Tiller-Trail Highway at the direction of the engineer. The site is about 3 miles easterly of Canyonville.

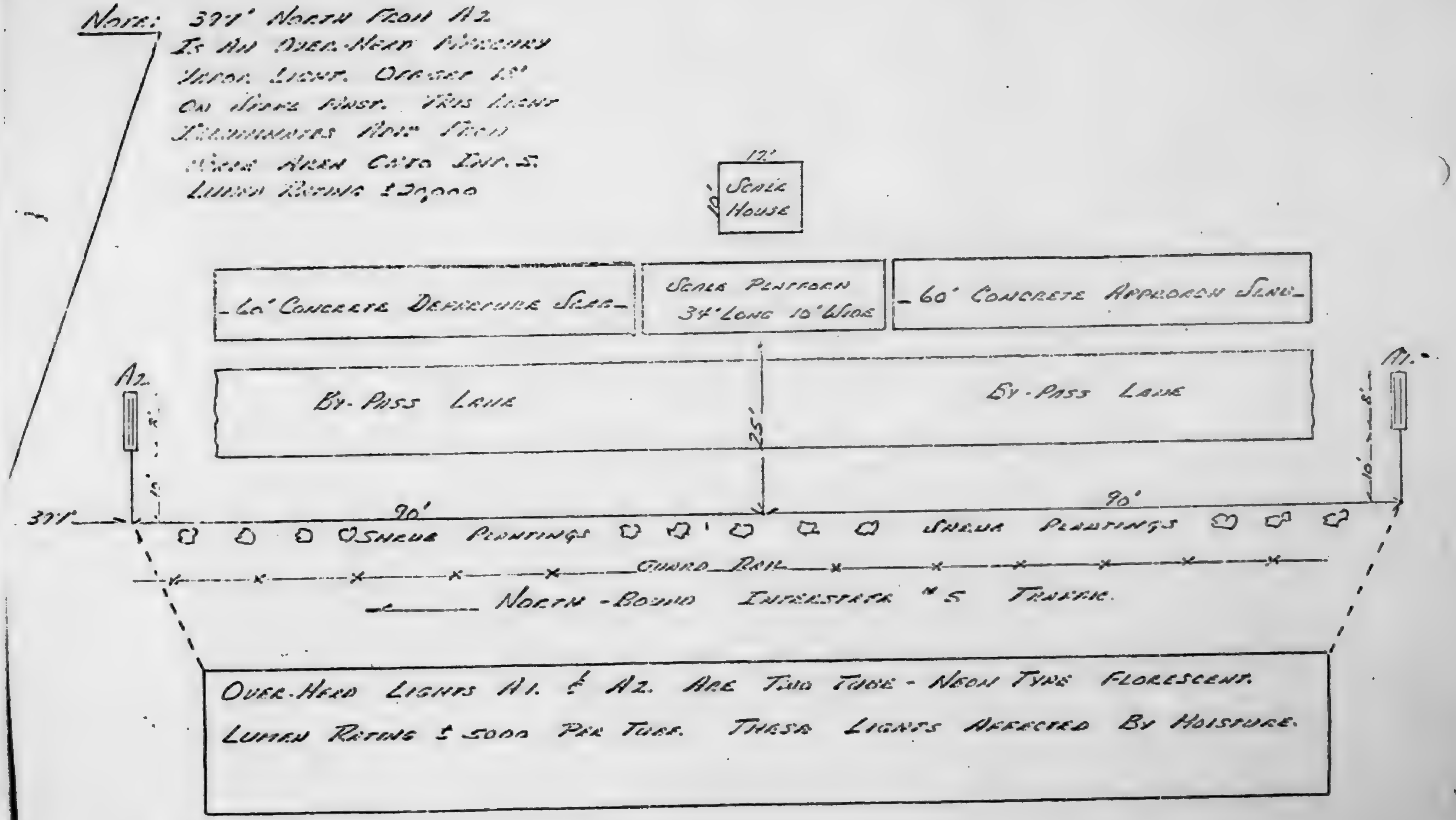
The project will be credited in the amount of $0.0695 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0225 per pound.

2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = $0.047 per pound.

Initially, the project will be credited for 290,000 pounds at $0.0695 = $20,155.00. The credit to the project

BOOTH RANCH SCALE HOUSE LIGHTING.



12'
10'
SCALE HOUSE
- 60' CONCRETE DEPARTURE SLAB -
SCALE PLATFORM 34' LONG 10' WIDE
- 60' CONCRETE APPROACH SLAB -
A2.
A1.
8'
10'
BY-PASS LANE
BY-PASS LANE
25'
397'
90'
90'
SHRUB PLANTINGS
SHRUB PLANTINGS
GUARD RAIL
NORTH-BOUND INTERSTATE #5 TRAFFIC.

NOTE: 397' NORTH FROM A2
IS AN OVER-HEAD MERCURY
VAPOR LIGHT. OFFSET 15'
ON STEEL MAST. THIS LIGHT
ILLUMINATES MOST FROM
MERGE AREA ONTO INT. 5.
LUMEN RATING ± 20,000

OVER-HEAD LIGHTS A1. & A2. ARE TWO TUBE - NEON TYPE FLORESCENT.
LUMEN RATING ± 5000 PER TUBE. THESE LIGHTS AFFECTED BY MOISTURE.

LNG

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
May 28, 1976

FROM: Don E. Jones
District Supervisor

Don E. Jones

TO: Bud Shirley
Region Engineer

SUBJECT: Lighting at the Booth Ranch Scale (10-08)

This correspondence is intended only to keep before you the fact that the lighting at the subject scale is inadequate when compared to other scales on the Interstate #5 system.

The change in the lighting system, which was supposed to have been made during the final phase of construction of the four lane highway has been "lost" in the shuffle. The proposed change would have lighted said scale in like manner as is the Wilbur Scale.

We do a quite a bit of weighing at the said scale during the hours of darkness, and the off side of the truck is in the dark, except for the two flood lights that hang from each corner of the scale.

It is realized that at present funds may not be available to effect corrections on the above items, but, with this letter it is hoped that a priority can be established.

I am sending along a copy of Booth Ranch Scale House Lighting that was made quite some time ago.

RECEIVED
JUN 9 1976
LOCATION
SECTION

cc:file

cc: F. E. Tegen ✓
JH Versteeg

— Could this be included in the Dillard Jct.-Myrtle Creek Section?
Bud S.

3458 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 11, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: ✓ J.H. Versteeg
Road Design Engineer
AND
R.W. Ellison
Bridge Administration Engineer

SUBJECT: Dillard Junction Intchge - Myrtle Creek Intchge Section
Pacific Highway
Douglas County

The attached correspondence recommends revision of the illumination at the Booth Ranch Scale Site. The matter has been discussed with Tom Lowe of the Federal Highway Administration and has his verbal approval.

Please include the requested work in the project.

Attach
FET:jp
cc Alfred Shirley
R.P. Hamilton

REFERRED TO
___Board___ ___Read___
___Cole___ ___Sample___
✓ Erikson F.E. ___Watson___
___Hager___ ___Waite___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

___Versteeg ✓
___Chan___
2 [illegible] Douglas
___[illegible]___
3 Swenson LW
___Savage___
___Trout___

RECEIVED
JUN 14 1976
ROAD
D[illegible]

Requires Reply
[illegible] Approval
Read and Keep
Do not File
Return To___
[illegible] Up___

8428

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO. I-5-2(84)109

STATE PROJECT NO. Dillard Int-Myrtle Creek

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. I-856

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/14/76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:
I-5 Myrtle Creek Interchange north 4.3 miles

GENERAL DESCRIPTION OF WORK:
All phases of right of way acquisition (miles 4.3)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Approval (TEC $1,000, FF $920)

All phases at a TEC of $1,000, FF $920.
☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/4/76 letter I approve the subject program for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 6/4/76 letter you are authorized to proceed with the work as shown above as outlined on R/W map 8B-29-20.

DATE 6/14/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible]

5427

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 15, 1976

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: Dillard Intchg.-Myrtle Cr. Sec.
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

The FHWA memorandum on the review of the project assessment stated the project constitutes a non-major action if Weigel Bar is the designated (Mandatory) material source.

The Region (J. X. Wilson) indicated a preferance for designating this material source as prospective. This arrangement would permit contractors to use other available sources of their choosing.

The FHWA position on the material source was discussed with Mr. Wilson Friday, June 11th. Mr. Wilson stated he would prefer to stay with the prospective designation.

FE:az
cc: J. X. Wilson
C. G. Swenson

1 Versteeg
Olson
2 Christensen
Scott
Swenson
Savage
3 Trout

RECEIVED
JUN 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8428 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 15, 1976

Donald E. Keyes

FROM: Donald E. Keyes
Location Liaison Engineer

TO: FILE

SUBJECT: Dillard Intchg-Myrtle Creek Section
Pacific Highway
Douglas County

The plan sheet for the prospective material source, Weigel Bar, for the above project shows a haul road that would require the construction of a 4- to 6-foot fill and a structure over a secondary channel of the South Umpqua River. The haul road would be below ordinary high water and would require a Section 404 Corps Permit. These permits have been taking four to six months to get and this project is scheduled to be contracted this summer.

Jerry Bauer of the Department of Fish and Wildlife in Roseburg told me that it would be an unusual year that the secondary channel would be dry. He requested that a structure be used to span the secondary channel for the haul road. He did not want compaction in the channel bed.

On June 10 J. X. Wilson, Frank Terpin and the writer discussed the problem in Mr. Terpin's office. Mr. Wilson could see no reason why a contractor couldn't use existing roads in the area and use a single span structure set on existing ground to cross the secondary channel.

The above proposal was discussed with John Payne of the Corps of Engineers. A Section 404 permit will not be required. The Corps is not concerned about the temporary structure providing no embankments are constructed below ordinary high water.

DEK:mc

cc J. H. Versteeg ✓
Alfred Shirley

______ Versteeg ✓ DLT
______ Olson ______
______ Christensen ______
______ Scott ______
______ Swanson ______
______ Savage ______
______ Trout ______

RECEIVED
JUN 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ____/____ ____
Other ______

1-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 15, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-2(-)
Dillard Interchange-Myrtle Creek Section
Pacific Highway
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

I concur in Mr. Versteeg's June 11 proposal to allow the contractor to use existing guardrail that meets current standards and for the State to keep the remaining existing guardrail. The State will credit the project at the rate of $0.0695 per pound for the salvaged rail.

G. L. Green

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

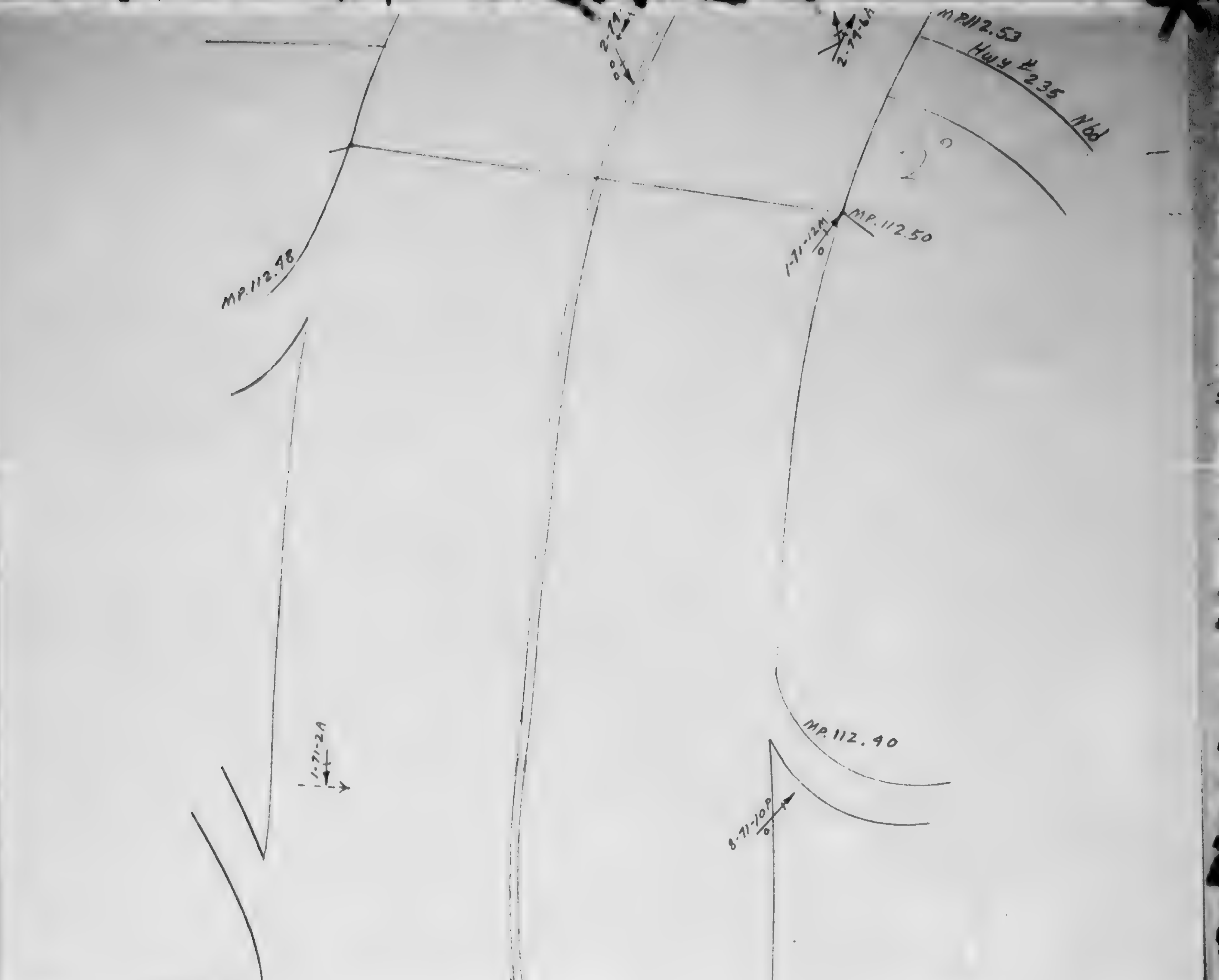
RECEIVED
JUN 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

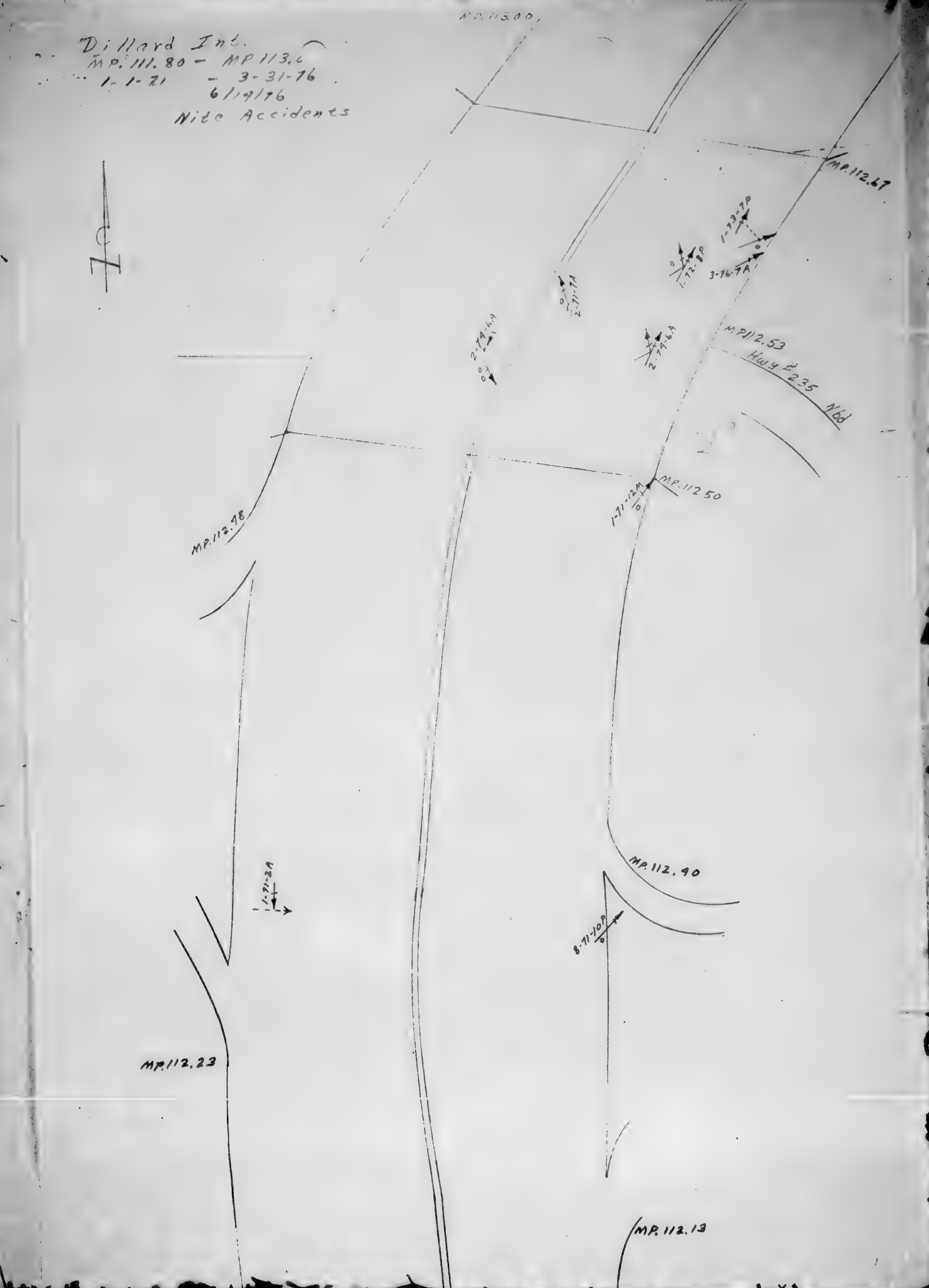
RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REFERRED TO
Beard
Reed
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


2-71-
MP.112.53
Hwy # 235 N'bd
2-71-6A
MP.112.48
1-71-12M
MP.112.50
MP.112.40
1-71-2A
8-71-10P
MP.112.23
MP.112.13
1-72-9A
5-71-12M
MP.111.80
MP.111.80

Dillard Int.
MP. 111.80 – MP 113.0
1-1-71 – 3-31-76
6/14/76
Nite Accidents


MP. 113.00
MP. 112.67
1-73-7P
1-72-8P
3-76-7A
2-71-7A
2-74-6A
2-74-6A
MP. 112.53
Hwy E 235
N'bd
MP. 112.50
1-71-12M
MP. 112.48
1-71-2A
MP. 112.40
8-71-10P
MP. 112.23
MP. 112.13

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Douglas
Intersection of Pacific Hwy and Dillard Int.
Highway Number 1 (I-5) MP. 111.80 - MP. 113.00
Period Covered 1-1-71 3-31-76
Compiled by [illegible] Drawn by ______ Date 6-19-76

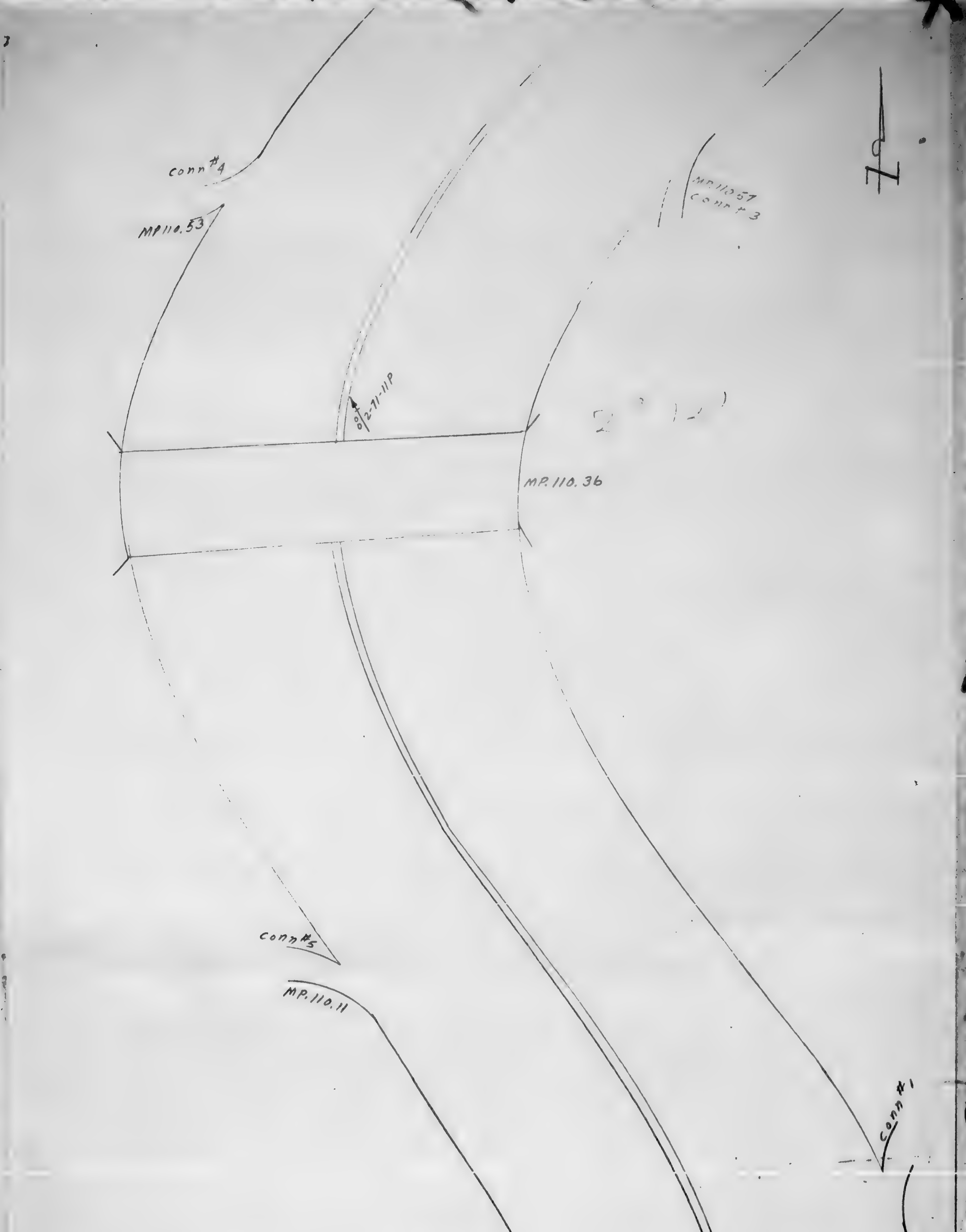
LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

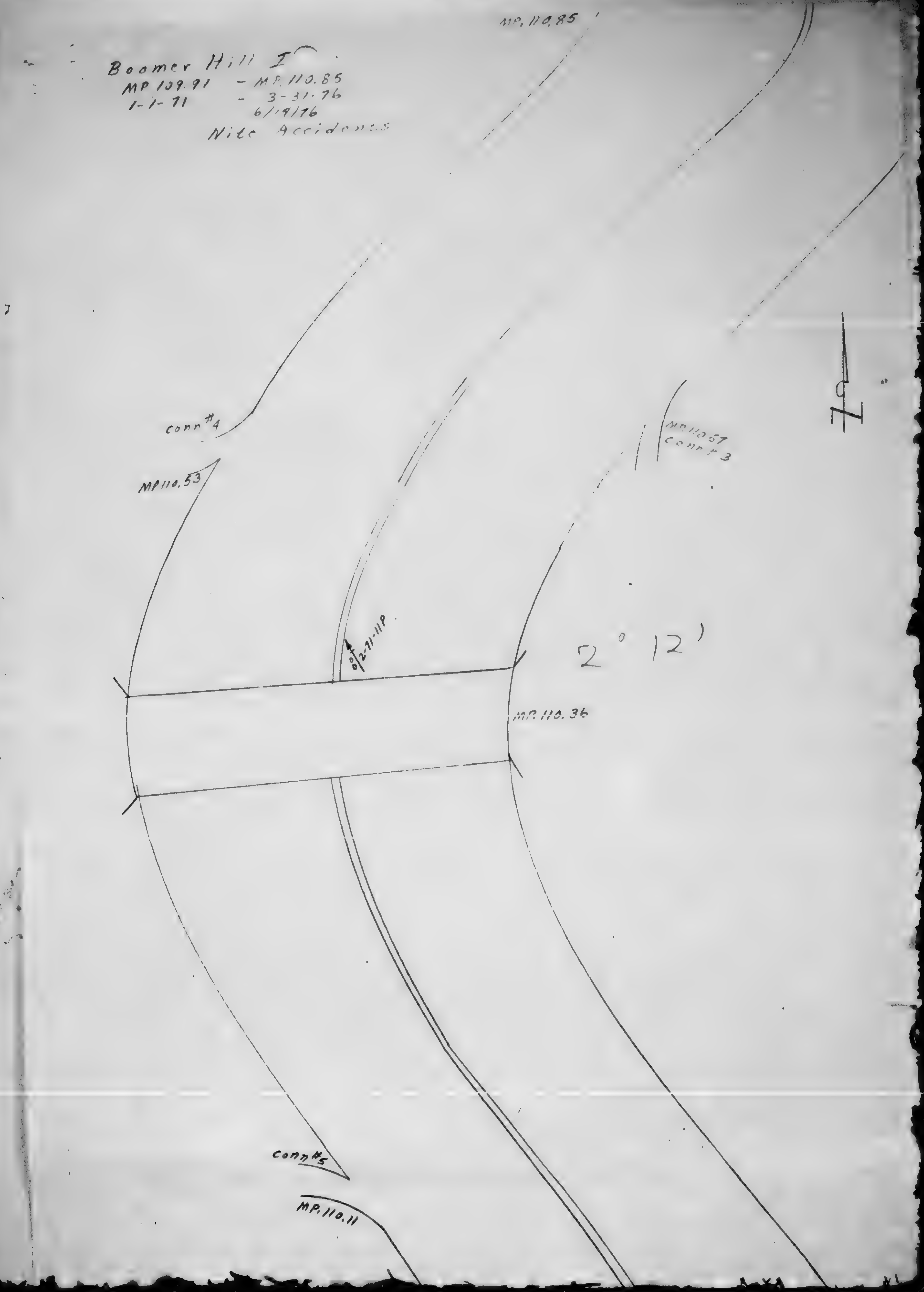
- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Nite Accidents

Collision Type	1971-1972				1973-1974				1975				3 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe		1		1			1	1										1	1	2
Turning Movement																				
Parking																				
Non-collision		1		1														1		1
Fixed Object		2	2	4		2		2							1	1		4	3	7
Pedestrian																				
Backing																				
Misc.			1	1															1	1
TOTAL		4	3	7		2	1	3				0			1	1		6	5	11


conn#4
MP 110.53
MP.110.57
Conn #3
2-71-11P
2° 12'
MP. 110.36
conn#5
MP. 110.11
Conn#1
MP. 109.91
MP. 109.91

Boomer Hill I
MP 109.91 - MP. 110.85
1-1-71 - 3-31-76
6/19/76
Nite Accidents


MP. 110.85
conn #4
MP 110.53
MP 110.57
Conn #3
0 2-11-11P
2° 12'
MP. 110.36
conn #5
MP. 110.11

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ____________ County Douglas

Intersection of Pacific Hwy and [illegible]mer Hill Int.

Highway Number [illegible] MP 1[illegible].91 - MP 110.85

Period Covered 1-1-71 3-31-76

Compiled by ____________ Drawn by ____________ Date 6-19-76

LEGEND

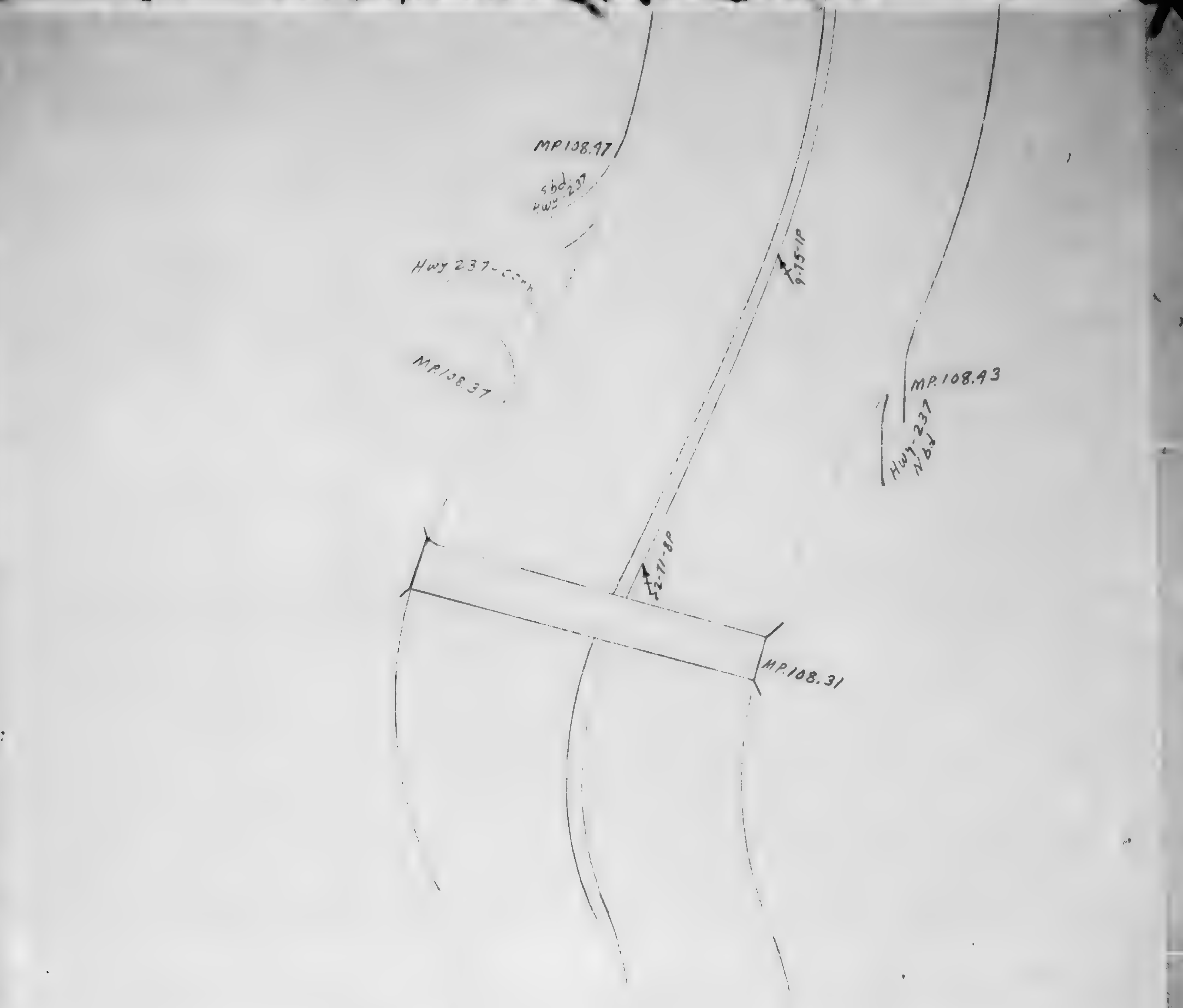
- ● Person Killed
- ◄----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ◄—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁----- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Nite Accidents

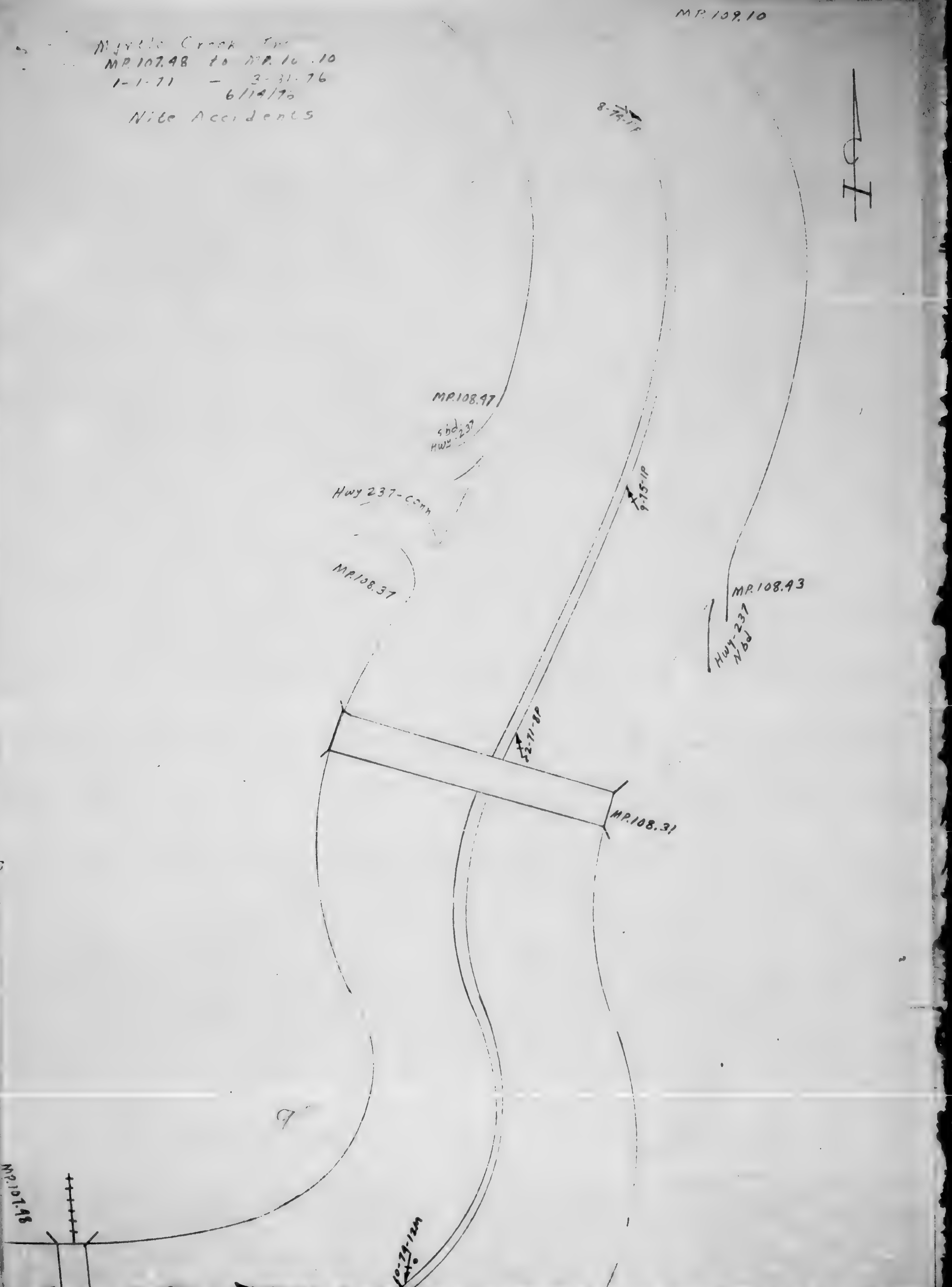
Collision Type	1971 - 1972				1973 - 1974				1975				3 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1				0				0				0		1		1

Form E-261-6-70


MP 108.47
sbd Hwy 237
Hwy 237-conn
MP 108.37
9-75-1P
MP. 108.43
Hwy-237 Nbd
2-71-8P
MP. 108.31
MP. 107.48
10-79-12M
8-73-10P
conn #1
MP. 107.99

Myrtle Creek Int
MP. 107.48 to MP. 10 .10
1-1-71 — 3-31-76
6/14/76

Nite Accidents


MP. 109.10
8-74-1P
MP. 108.47
Sbd Hwy 237
Hwy 237-Conn
9-15-1P
MP. 108.37
MP. 108.43
Hwy-237 Nbd
2-71-8P
MP. 108.31
MP. 107.48
10-29-12M

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Douglas
Intersection of Pacific Hwy and Myrtle Creek Int.
Highway Number 1 (I 5) M.P. 107.98 - M.P. 109.10
Period Covered 1-1-71 3-31-76
Compiled by ____ Drawn by ____ Date 6-14-76

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- ←←← Collision - Rear-end
- →← Collision - Head-on
- ⤫ Collision - Sideswipe

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- ←+— Vehicle Moving
- ←●— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ⊟ Improperly Parked
- ←ᵕᵕ Vehicle Overturned
- ←⋀⋀ Vehicle Skidded

Nite Accidents

Collision Type	1971 - 1972				1973 - 1974				1975				3 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object			1	1		1	1	2			1	1						1	3	4
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1		1	2	3			1	1				0		1	4	5

Form E-261-6-70

FORM 91 734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 25, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Glare Screen Study, I-5
Dillard Interchange-
Myrtle Creek Section
Douglas County

Attention: Don Stoudenmeyer

We have checked the night accident history of the three interchanges in the above section of I-5 for the period of 1-1-71 to 3-31-76 and we have found no accidents where the cause may have been attributed to headlight blinding. The 1975 ADT in this section is 13,000, which is low enough to rule out the necessity of a glare screen.

Although glare screens are desirable insofar as motorists convenience is concerned, they are not usually cost-effective from an accident standpoint. The New Jersey-type median barrier which is proposed for this section will eliminate the wet pavement type of glare, but it cannot provide any further glare protection with a height of only 32 inches. At this time we can only recommend the installation of glare screening on high volume urban roads where curvature and/or narrow lane separation would indicate a definite need for improving the nighttime visibility. Therefore, we would not advise that a glare screen be installed at these three rural interchanges.

L E George

L. E. George
Traffic Engineer

EB:rj

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 28 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

84126

1-5

Salem, Oregon
June 28, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Glare Screen Study
Dillard Int.-Myrtle Creek **Sec.**
Douglas County
Pacific Highway, **I-5**

Your request to include glare screen on the Dillard Intchg.-Myrtle Creek project has been reviewed by L. E. George, Traffic Engineer. Based on night accident history and the 1975 ADT of 13,000, glare screen cannot be justified. Attached is a copy of Mr. George's report.

JHV:jh
cc: L. E. George

______ Versteeg ______
1 ______ Olson abd
2 ______ Christensen Qon
______ Scott ______
______ Swenson ______
______ Savage ______
______ Trout ______

RECEIVED
JUN 29 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

1-5

REFERRED TO
______ Board ______ Reed
______ Cole ______ Sample
✓ Erikson FE ______ Watson
______ Hager ______ Wolfe
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

[illegible] Myrtle Cr. 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 29, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Material Stockpile
Garden Valley-Fairgrounds Rd. Sec.
Pacific Highway

TO: Memo to the File

1" Minus

139,000	Tons	1" minus in Stockpile
-50,000	Tons	Estimated for Fairgrounds-Roberts Cr.
89,000	Tons	Remaining

Type "C" Mix Aggregate

103,800	Tons	in Stockpile
-38,300	Tons	Estimated for Fairgrounds-Roberts Cr.
65,500	Tons	Remaining

Type "E" Mix Aggregate 3/8" Minus

25,900	Tons	in Stockpile
-11,800	Tons	Estimated for Fairgrounds-Roberts Cr.
14,100	Tons	Remaining

Dillard-Myrtle Creek Section

7,800	Tons	1" minus
34,000	Tons	Class "C" Mix Aggregate
12,600	Tons	Class "E" Mix Aggregate

DOC:az
cc: F. Eriksen

#5124

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

July 7, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Dillard Interchange-Myrtle Creek Section
Pacific Highway
Douglas County

It is proposed to use 1437.5 feet of state furnished hook and pin concrete barrier in a fallout area barrier installation on the project.

The state furnished material was a temporary barrier on the Woodburn-Hayesville Section of the Pacific Highway and is stored in the North Salem, Keizer area.

We believe it is in the public interest to use this material, since it will conserve state funds previously expended and conserve energy by using material on hand.

The plans and specifications will require the contractor to load and haul the barrier to the job site and use it in the shoulder installation.

The cost to the project for the barrier, delivered to the job site will be as follows:

State Furnished Concrete Barrier 1437.5 at $3.50 = $5,031.25

Loading and Hauling (Estimate) 1437.5 at $6.00 = $8,625.00

We solicit your concurrence that it is in the public interest to use state furnished concrete barrier on the project.

Very truly yours,

Duane O. Christensen
D. O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
L. W. Rulien
C. G. Swenson
A. J. Shirley
C. O. Fredrickson
Fred Eriksen

Form 81-734-3122

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 8, 1976

FILE:

BR 16271

R. W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Dillard Intch.-Myrtle Cr. Sec.
Pacific Highway
Douglas County
Illumination - Booth Ranch Scale Site

It is now apparent that we will not be able to furnish to you all the plans and supporting data required for the completion of the Special Provisions and Estimate for the subject project eight weeks prior to the bid opening date of August 26, 1976.

In view of the above, it is suggested that the illumination work be added to the contract by Price Agreement or let as a separate contract.

The necessary field information required to complete the design will not be available until July 19. This illumination request was recently added to this project.

RMD:dh

cc L. W. Rulien
C. G. Swenson

1 Versteeg ✓
Olson
2 [illegible] DOZ
Scott
3 Swenson

Savage
Trout

RECEIVED
JUL 0 9 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

PRO 6-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Assessment
Project No. I-5-2(85)109
Dillard Intchge.-Myrtle Creek Section
Douglas County

We request your concurrence that the subject project still constitutes a nonmajor action based on the fact that the specifications require the contractor use a commercial source if he does not elect Weigel Bar as his material source for crushed rock.

Federal Highway Administration endorsement

Concur ________________ Date -28-76
Division Administrator

JLG:ljt

cc: Gary Potter
D. O. Christensen
C. G. Swenson
A. Shirley, Jr., Reg. 3

______Versteeg______
______Olson______
______Christensen______
______Scott______
______Swenson______
______Savage______
______Trout______
____

RECEIVED
JUL 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______
______

FROM DIVISION OF STATE LANDS

Highway Job No. 178

Weigel Bar
Dillard Int.-Myrtle Creek Sec.
Pacific Highway
Douglas County

Preliminary
ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 2360

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no removal or filling in the permit area between September 15 and June 15.

4. There shall be no operation of equipment in the active flowing stream.

5. The stream shall not be diverted from the natural bed nor within the natural bed.

6. All potholes or removal pits shall be leveled or connected to the stream at the end of season's work.

7. Material shall not be removed to a depth greater than the water surface level of the adjacent stream at time of operation.

8. Waste materials and spoils shall be placed above the bankline.

9. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

10. Access to the island shall be by bridge unless the channel is dry. Any roadway placed shall be removed at completion of season's work.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

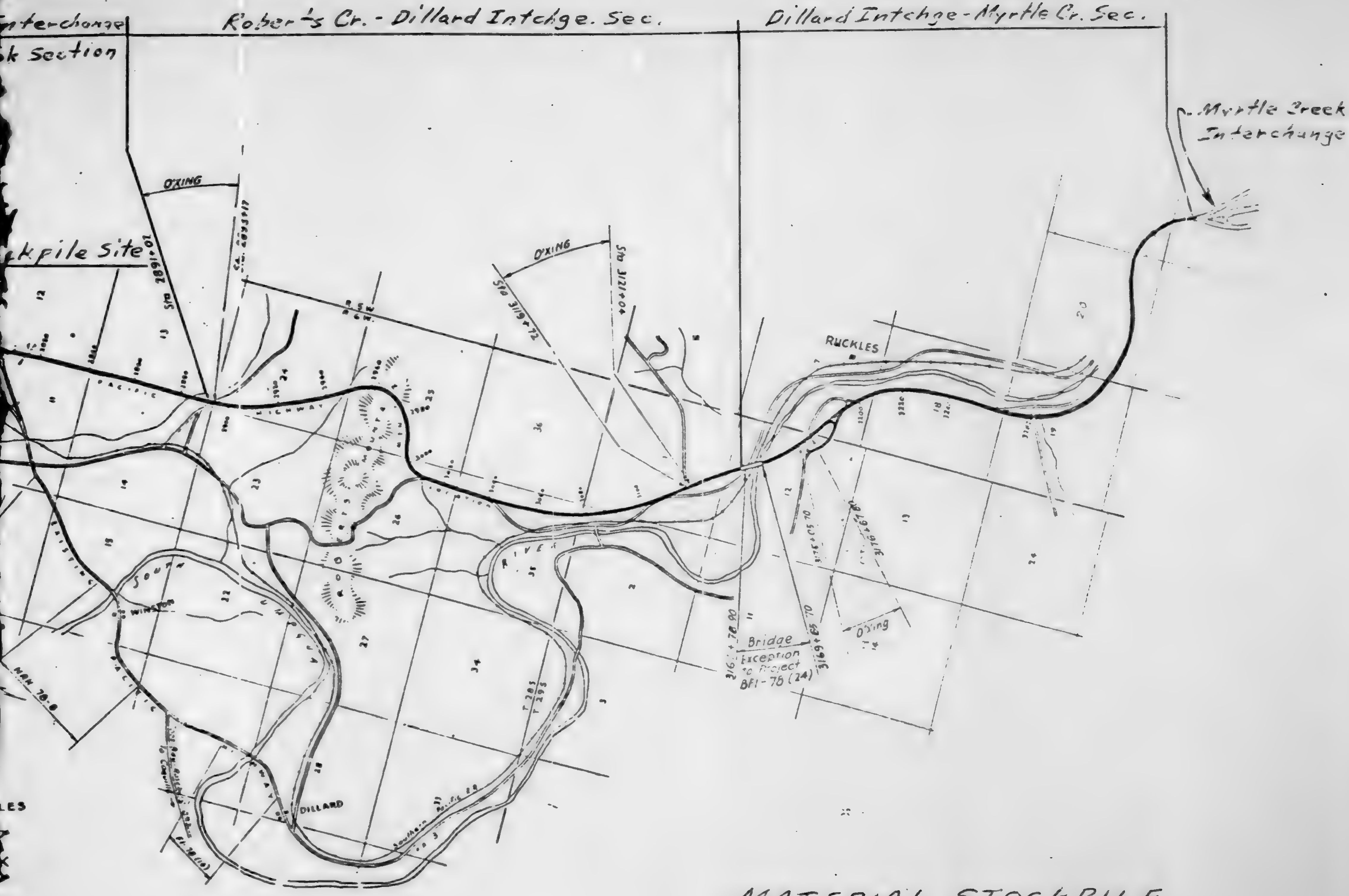
July 13, 1976

REFERRED TO
Beard
Reed
Cole
Sample
Eriksen
Watson
Hager
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

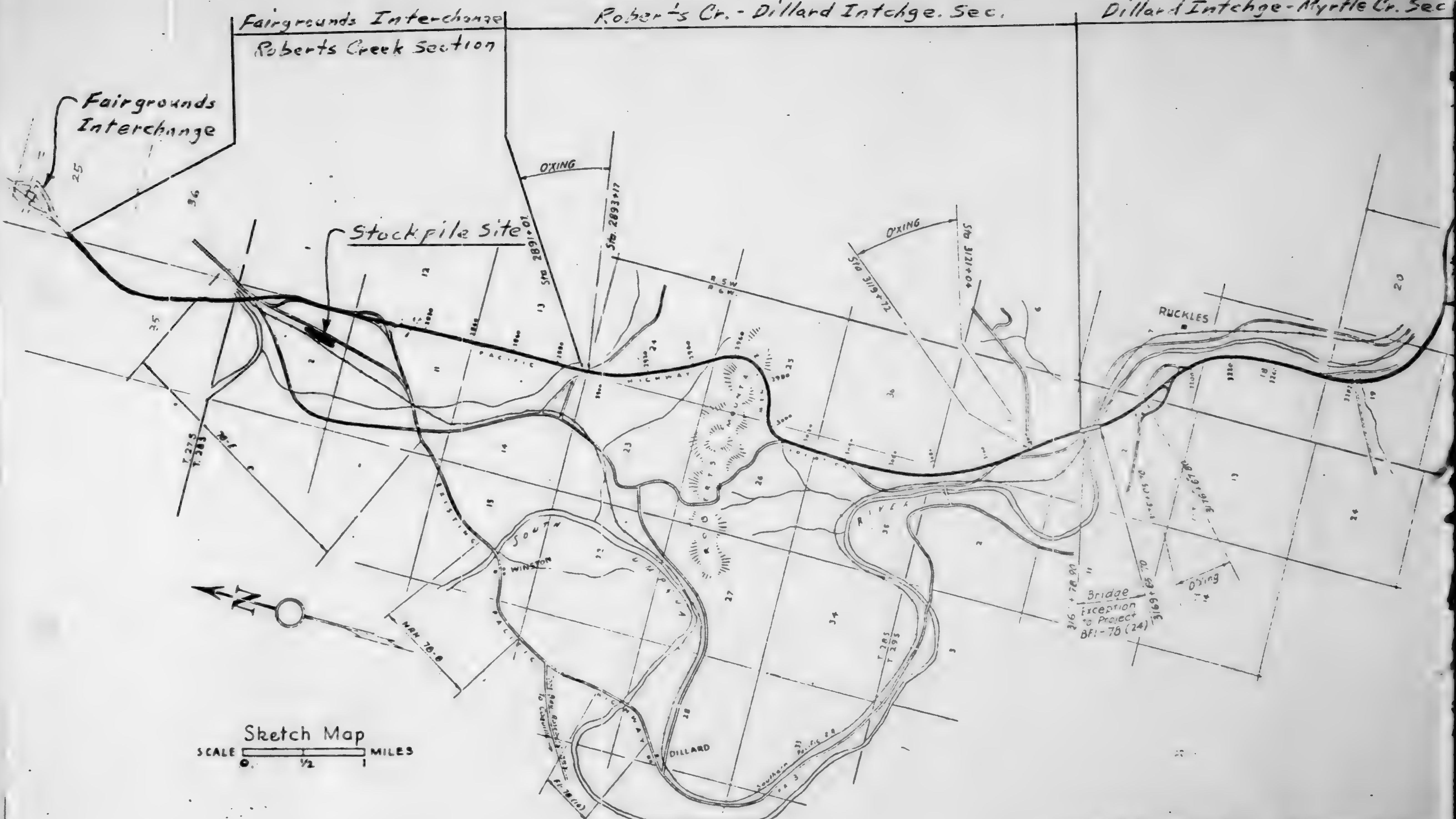
Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 14 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other


nter-change
k Section
Rober's Cr. - Dillard Intchge. Sec.
Dillard Intchge - Myrtle Cr. Sec.
Myrtle Creek Interchange
kpile Site
O'XING
Sta 2891+07
Sta 2895+17
O'XING
Sta 3119+72
Sta 3121+04
R. 5 W.
R. 6 W.
PACIFIC HIGHWAY
RUCKLES
3161+78.90
Bridge Exception to Project BF1-78 (24)
3169+65.70
3176+65.70
3176+67.80
O'Xing
SOUTH UMPQUA RIVER
WINSTON
DILLARD
T 28 S
T 29 S
MAN 78-8
LES

MATERIAL STOCKPILE
GARDEN VALLEY - FAIRGROUNDS RD.
PACIFIC HIGHWAY


Fairgrounds Inter-change
Roberts Creek Section
Rober-'s Cr. - Dillard Intchge. Sec.
Dillard Intchge - Myrtle Cr. Sec
Fairgrounds Interchange
Stockpile Site
O'XING
Sta 2893+17
Sta 2891+07
O'XING
Sta 3119+72
Sta 3121+04
RUCKLES
Bridge Exception to Project BF1-78 (24)
316+78.90
3169+65.70
3176+67.80
O'XING
R 5 W
R 6 W
PACIFIC
HIGHWAY
SOUTH
UMPQUA
RIVER
WINSTON
DILLARD
T 27 S
T 28 S
T 28 S
T 29 S
MAN 78.0
Sketch Map
SCALE
0
½
1
MILES
N

MATERIAL STOCKPIL
GARDEN VALLEY-FAIRGROUN
PACIFIC HIGHWAY

Both options have been discussed with Region and they will provide us with their recommendation on Monday, July 19th.

DOC:az
cc: Al Shirley (w/attach.)
C. G. Swenson (w/attach.)
F. Eriksen (w/attach.)

8-127

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 19, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Material Source
Dillard Interchange-Myrtle Creek Sec.
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

Versteeg ✓
Olson
Christensen
Scott
7/24 Swenson
Savage
Trout

RECEIVED
JUL 21 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Two material sources are available for the subject project, which is presently on the August letting schedule. One is the Weigel Bar site and the other is the stockpile site from the Garden Valley-Fairgrounds Interchange project. Each has its own unique problems.

WEIGEL BAR:

Division of State Lands Preliminary Attachment "A", "Special Conditions for Material Removal Permit No. 2360", states that there shall be no removal or filling in the permit area between September 15 to June 15. An August letting will not provide sufficient time to crush materials out of the pit prior to September 15th.

The preliminary permit dates set out above are being reviewed to see if any changes can be made.

STOCKPILE
GARDEN VALLEY-FAIRGROUNDS INTERCHANGE:

This source is presently being used for materials for the Fairgrounds Interchange-Roberts Creek project. The following material will be in excess of that required for the Fairgrounds Interchange-Roberts Creek project.

1" Minus	45,400 c.y.@$2.56 =	$116,224
Type "C" Mix Aggregate	33,400 c.y.@$2.93 =	$ 97,862
Type "E" Mix Aggregate	7,200 c.y.@$3.48 =	$ 25,056
		$239,142

There is not sufficient room at the stockpile site for two contractor operations. It is not known at this time when the contractor will be completed with is operation.

This material is subject to degradation and is stockpiled on leased land. It should be utilized at an early date.

Form FHWA 121 (Rev. 5-73)

1-5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 23, 1976

In reply refer to: 1041B.3

SUBJECT: I-5-2( )
Dillard Inch.-Myrtle Creek Section
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter,
State Highway Engineer
Salem, Oregon

I concur with Mr. Christensen's July 7 proposal to utilize State owned hook and pin concrete barrier on the subject project.

/G. L. Green

REFERRED TO

	Board		Reed
	Cox		Sample
✓	Erikson ZE		Watson
	Hager		Welte

[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1	Versteeg	✓
	Olson	
2	Christensen	Doc
	Scott	
3	Swenson	[illegible]
	Savage	
	Trout	

RECEIVED
JUL 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Rubien
Shirley
Zwanickson
7-27-76

E CREEK SECTION

onsists of (1) Grade, drain and overlay
e existing facility consisting of
0-foot right shoulders and 8.4-foot
y revisions to bring to present inter-
ay slopes, signs, highway lighting,
, minor drainage structures and
Fencing where necessary; (4)
this type of project.

ainees,as set forth in FHWA
this project will be determined
number stipulated in the PS and

qualifies as a "Safety Improvement
sions of FHPM 6-8-2-1 as the work
is for the correction of features
in the AASHTO report, "Highway
ractices Related to Safety."

(3) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage Construction."

(4) This project is in Congressional District No. 4.

Data for PR-37:

Pavement (type code 6201)..........................	$ 1,300,000
Safety Revisions (Y Codes 002,007,101)	$ 500,000
Total Estimated Cost.................	$ 1,800,000

DILLARD INTERCHANGE-MYRTLE CREEK SECTION

PROJECT NO. I-5-2(85)109

REMARKS-continued

Project Data: The work consists of (1) Grade, drain and overlay with High-type pavement the existing facility consisting of four 12-foot lanes with 10-foot right shoulders and 8.4-foot minimum median; (2) Safety revisions to bring to present interstate standards the roadway slopes, signs, highway lighting, guardrail, median barrier, minor drainage structures and other appurtenances; (3) Fencing where necessary; (4) Incidental work common to this type of project.

Note: (1) On-the-job trainees,as set forth in FHWA order interim 7-2 (2), on this project will be determined at PS andE stage and the number stipulated in the PS and E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway design and Operational Practices Related to Safety."

(3) The necessary landscaping of this section to conc construction scars caused by this project will be done unde separate project or projects in the future as "stage Constr

(4) This project is in Congressional District No. 4.

Data for PR-37:

Pavement (type code 6201)...........................	$ 1,3
Safety Revisions (Y Codes 002,007,101)	$ 5
Total Estimated Cost................	$ 1,8

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-26-76

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Myrtle Cr. Intchge., N. 4.08 mi		13,700	25,100	96	10	Oregon	41	042	860

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Illum								I-	5-2	(85)	109	

Interstate

COUNTY NAME	Douglas	CODE 019	PROGRAM STAGE			
ROUTE NO. I	FEDERAL-AID I-5	STATE	U.S. I-5	☐ 1 OR ☒ 2		

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ST		"Dillard Intchge.- Myrtle Cr. Sec."	4.08	1,800,000	1,661,000	139,000		ROW-200' min; Access control-full; Parking restrictions-complete.
JLG		PROJECT TOTALS	4.08	1,800,000	1,661,000	139,000		

DATES

REMARKS

Additional Data: Item No's 669 and 856; Project Nos. I-5-2(69)109 & (84)109 respectively.

- over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

7-26-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5, Myrtle Cr. Intchge., N. 4.08 mi	ADT	PRESENT 13,700	FUTURE 25,100	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H. T. Pave, Illum	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-2

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Douglas			COD 019
	NAME OF URBAN AREA ------	ROUTE NO. I	FEDERAL-AID I-5	STATE 1		U.S. I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) 6201		"Dillard Intchge.- Myrtle Cr. Sec."	4.08	1,800,000	1,661,000	139,000	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	4.08	1,800,000	1,661,000	139,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No's C
Project Nos
(84)109 respectively

13

~~PRO 6-2~~

July 26, 1976

TO G.L. Green, Division Administrator
Federal Highway Administration

'INAL SIGNED BY
D. E. SWAN

FROM for L.W. Rulfen
Program Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2 (85) 109
Douglas County

We are submitting program data for one project, Item No. 860, Project No. I-5-2 (85) 109, "Dillard Interchange - Myrtle Creek Section," which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on July 29, 1976.

JLG:pal
Attachment

cc: Alfred Shirley Jr. (Region 3)

8 d 2 8

15

~~PRO 6-2~~

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Assessment
Project No. I-5-2(85)109
Dillard Intchge.-Myrtle Creek Section
Douglas County

We request your concurrence that the subject project still constitutes a nonmajor action based on the fact that the specifications require the contractor use a commercial source if he does not elect Weigel Bar as his material source for crushed rock.

Federal Highway Administration endorsement

Concur ______________________ Date 7 28-76
Division Administrator

JLG:ljt

cc: Gary Potter
D. O. Christensen
C. G. Swenson
A. Shirley, Jr., Reg. 3

.8428

1-5

ALL CLEAR 7/28/76

Donald L Daunt

ENVIRONMENTAL REVIEW

Section DILLARD INTCHGE.-MYRTLE CREEK
Highway Pacific
County Douglas Region
Type of Work P. Sn., Safe.
Funds FAI

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No apparent problems

DIVISION OF STATE LANDS: Yes - Weigel Bar - Requested from DSL an extension of the operating time from Sep 15 to Oct 15. Anticipate no problems in getting this extension.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No - Material source is all within stream limits.

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: No - as long as there is no filling @ Weigel Bar

DEPT. OF ENVIRONMENTAL QUALITY: Noise - O.K.

OTHER: ARCHAEOLOGICAL PERMIT: None

[illegible] 1-5

Salem, Oregon
July 28, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

John R. Oakes
Assistant Right of Way Engineer

48976--Meidl et al
Dillard Interchange-Myrtle Creek Sec.
Pacific Highway
Douglas County

We have re-examined the right of way requirements for the subject section, which is scheduled for August 26, 1976.

Theeexisting roadway in this area was constructed with 1:1 fill slopes. These slopes are to be flattened to 2:1 minimum. Also, a 2' "E" distance for guardrail construction will require some widening of the fill.

The work to be done in this area was reviewed with our field engineers. and determined to be a necessity. Please proceed with the acquisition of the property.

I have discussed the right of way problems with Tom Lowe of the FHWA and he has given his preliminary approval for a 90 day hold out on this area in the contract, subject to final review and approval of the formal request by your office.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 29 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: Tom Lowe
C. G. Swenson
F. Scott
A. Shirley

8425 15

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: I-5-2(85)109 Dillard Interchg. - Myrtle Cr. Sec.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: I-860

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-2-76

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Primary Route 1

GENERAL LOCATION:
I-5 Myrtle Creek Interchange north 4.08 miles.

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and illumination.
(Code 6201, Y002, Y007 and Y101 - Miles 4.08)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Approval
(TEC $1,800,000 - FF $1,661,000)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's July 26, 1976 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE: 8-2-76

SIGNATURE OF APPROVING OFFICIAL: D. K. [illegible]

TITLE: For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-859

1-5

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

PRO 6-2

August 3, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Dillard Intchge.-Myrtle Cr. Sec.
Project No. I-5-2(85)109

1 Versteeg ✓
Olson
Christensen
Scott
Copy Swenson
Savage
Trout

RECEIVED
AUG 0 4 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

This right-of-way restriction as summarized in our previously transmitted right-of-way status report involves only the roadway construction in the holdings of one owner. The contractor will be able to work unrestricted outside of this 900-foot length of the improvement which is only 4% of the project and only on the east side of the highway.

The work can be accomplished anytime during the life of the contract as it is the flattening of a slope that was originally constructed on a 1 to 1 cross section. For these reasons we feel it is in the public interest to advertise this project for bids to be received on August 26, 1976 as planned.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, that the contractor will not be allowed to work on the project between Engineer's Station 3201+00 to Station 3210+00 until December 1, 1976 when the State will have legal and physical possession of the land.

DAR:bb

cc: E. S. Hunter
John Oakes
✓ J. H. Versteeg
C. G. Swenson
Alfred Shirley, Jr.
D. E. Swan

84-24

[illegible] Myrtle Cr.
1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 5, 1976

C. G. Swenson

FROM: C. G. Swenson
Specifications Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Time Restrictions on Contract Work as Imposed by Various Agencies

Attached herewith are copies of the following:

1. A copy of the Project Assessment correspondence on the Dillard Interchange-Myrtle Creek Project.
2. A copy of the "Special Conditions" for material removal permit No. 2360 relative to the removal of material from the Weigel Bar on the Dillard Interchange-Myrtle Creek Project.
3. A copy of a "Findings of Fact and Decision" dated 22 July 1976, relative to the operation of an A.C. mixing plant on the Dillard Interchange-Myrtle Creek Section.
4. A copy of a letter from the Department of Fish and Wildlife setting forth timing requirements for working in streams.

These requirements, as promulgated by the several agencies, must become a part of the contracts for highway construction, and it must be assumed that these restrictions on timing and scheduling are increasing the cost of projects, in some cases quite substantially, and also in some cases eliminating some bidders. For these reasons, every effort should be made to insure that the restrictions imposed are both reasonable and necessary.

CGS:az
Attachments

/ Versteeg /
Olson
Christensen
Scott
Swenson
Savage
I Trout

RECEIVED
AUG 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

#8428

-5-2(85)109

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
See below

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-860

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
8-4-76

DATE AUTHORIZATION EFFECTIVE
8-4-76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Primary Route 1

GENERAL LOCATION:
"Dillard Interchange - Myrtle Creek Interchange"

GENERAL DESCRIPTION OF WORK:
Grade, drain & pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent pavement striping (S.F.)	$2000.00
Stage const. striping (S.F.)	$1,800
Temporary erosion control (E.W.)	2,500
On-the-job training (E.W.)	1,600
State furnished concrete median barriers	5,029.50

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-2-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,025,078 - Federal funds $1,868,741.

A signed copy of the Title sheet is returned herewith.

DATE
8-17-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8428

September 3, 1976

William Tison
Resident Engineer

R. D. Church
Contract Payments Engineer

Contract No. 8428
Dillard Interchange-Myrtle Creek

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, S. D. Spencer & Son, the contractor for the project, is a "foreign contractor" and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:re

Enclosures

cc: C. T. Keasey
Alfred Shirley, Region 3
Dick Hacek

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 11 2259
Data Sheet No. 1B 55[illegible] 294, 359
Prefix [illegible]
Amount Charge [illegible]
Date Received [illegible]
Date Reported March 31, 1977
Mix Type-Class [illegible]

Project Dillard's Intr. Myrtle Cr.
Contractor: Prime S. D. Spencer & Son Contract No. B428 Fed. Aid No. [illegible] 2(35)10?
Paving
Engineer: Region A. Shirley Resident W. Tison
Aggregate: Source Mitilieao Quarry #10-119.3 & Round Prairie #10-22-3 Type Quarry & [illegible]
Asphalt: Brand Chevron Grade [illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	Round Prairie 1/2-1/4	Mitilieao 3/8-0	Portland Cement	Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	69	30	1						
1									
3/4	100	100		100	100	100			
1/2	94.1	99.3		95	95	[illegible]			
3/8	54.0	86.3		66	66	66			
1/4	6.7	69.0		25	25	25			
4	4.0	56.3		20	20	[illegible]			
10	2.5	26.6		10	10	10			
40	1.5	9.8		[illegible]	5	5			
200	0.7	4.2	100	2.9	3.2	4.0			
P200									
No. Ave.		16, Tison							
Asphalt Content Including		[illegible]		% Retention		[illegible]			

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.32			
Mix Design % Voids @ 100% Compaction	6.1			

MIX DESIGN TEST DATA: Temperature of Mixture [illegible] @compaction 230°F
recommend 235°F

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 9RB000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Suff	Thick	Thick	Thick	V. Thick
Stability Value @ 1st Compaction	20	24	19	20	19
Cohesion Value @ 1st Compaction	54	54	62	[illegible]	63
Bulk Sp. Gravity @ 1st Compaction	2.17	2.19	2.21	2.23	2.22
Percent Voids @ 1st Compaction	13.5	12.0	[illegible]	[illegible]	[illegible]
Stability Value @ 2nd Compaction	32	32	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	2.28	2.30	2.32	2.33	2.32
Percent Voids @ 2nd Compaction	9.2	7.6	6.1	4.9	4.5
Real Gravity @ 0% Voids Rice method	2.51	2.49	2.47	2.45	2.43

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)		6.0	7.0	8.0
Index of Ret. Str. (%) Chevron 9RB000 [illegible]		67	[illegible]	[illegible]

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

See J. E. Wilson's Memo dated March 31, 1977.

Engineer of Materials and Research

FWHA
X Construction
Maintenance
X Regional Engineer Shirley
Regional Maint. Eng.
Resident Engineer Tison
Soils & Geology
X Regional Geologist Parker
2X Files
X S. D. Spencer & Son

11 2258

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No.
Data Sheet No. 9B-5552 [illegible]
Prefix 610 1951
Amount Charge [illegible]
Date Received [illegible]
Date Reported March 31, 1977
Mix Type-Class [illegible]

Project Dillard Jct.-Myrtle Cr.
Contractor: Prime S.D. Spencer & Son Contract No. 5923 Fed. Aid No [illegible]
Paving
Engineer: Region A. Shirley Resident D. Tison
Aggregate: Source Mt. Nebo Quarry #10 [illegible] Type [illegible]
Asphalt: Brand C[illegible] Grade AC[illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	Roseburg Frain 1/2 - 1/4	Mt. Nebo #3 - 0	Portland Cement	Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum ~~[illegible]~~	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.	48	51	1						
1									
3/4	100	100		100	100	100			
1/2	94.1	99.8		96	96	96			
3/8	54.0	96.3		75	75	75			
1/4	6.7	69.0		38	38	38			
4	4.0	56.3		31	31	31			
10	2.5	26.6		15	15	15			
40	1.5	9.8		6	7	7			
200	0.7	4.2	100	3.4	4.1	4.0			
P200									
No. Ave.		Petition							
Asphalt Content Including	0.2	% Retention							

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture ~~[illegible]~~ @ compaction 210°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561) recommend 235°F.

Asphalt Content (%) Chevron AR 8000	6.0	6.5	7.0	7.5	8.0
Asphalt Film Thickness	Suff.	Suff.	Suff. Th.	Thick	Very Thi
Stability Value @ 1st Compaction	25	25	27	27	28
Cohesion Value @ 1st Compaction	200	164	132	142	[illegible]
Bulk Sp. Gravity @ 1st Compaction	2.26	2.28	2.30	2.32	2.34
Percent Voids @ 1st Compaction	10.3	8.3	7.3	5.7	4.1
Stability Value @ 2nd Compaction	44	38	28	35	35
Bulk Sp. Gravity @ 2nd Compaction	2.35	2.37	2.37	2.41	2.40
Percent Voids @ 2nd Compaction	6.7	5.2	3.6	2.0	1.6
Real Gravity @ 0% Voids Rice method	2.52	2.50	2.49	2.46	2.44

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%)			6.0	7.0	8.0
Index of Ret. Str. (%) Chevron AR 8000 1% Emery 6500			60	64	55

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

See J. E. Wilson's Memo dated March 31, 1977.

FWHA
X Construction
Maintenance
X Regional Engineer Shirley
Regional Maint. Eng.
Resident Engineer Tison
Soils & Geology
X Regional Geologist Parker
2X Files
X S. D. Spencer & Son

Engineer of Materials and Research

Additional testing is in progress for Class "C" designs #77-2125 and #77-2126 using Round Prairie ½"-¼" with Mt. Nebo ¼"-0 and Class "E" mix #77-2127 @ 15 percent pass #10 and 10 percent pass #10 using a new stock of Chevron AR8000 with and without 1% Emery additive. These tests will be complete during the week of April 4 - 8.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
A. Shirley
C. Gregg
E. Parker

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 31, 1977

FILE: S.C. 8428

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr. J E Wilson
Asst. Engineer of Materials

SUBJECT: Change of Specification for Class "E" Asphalt Concrete; Dillard Int.-Myrtle Creek, Contract #8428

TO: W. Tison
Resident Engineer

1

2 AnHB

RECEIVED

ROAD D[illegible]N SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Testing is complete on Class "E" asphalt concrete mix designs #77-2258 and #77-2259 using Chevron AR8000 treated with 1 percent Emery #6860 additive. The gradations for these designs are based on field gradation test results for 3/8"-0 and ½"-¼" sampled from stockpile. The first design with 15% pass #10 requires 48% Round Prairie ½"-¼" and the second design with 10% pass #10 requires 69% Round Prairie ½"-¼". Since the ½"-¼" and 3/8"-0 contain less ¼"-#10 material than that required for a standard Class "E" mix, the percentage passing the ¼ inch sieve is 38% and 25% rather than the specified range of 54 to 70 percent.

Test results show that insufficient AASHTO T165 Index of Retained Strength is obtained for design #77-2258. Satisfactory strength is obtained for design #77-2259 at the design asphalt content of 7.0 percent treated with additive.

Based on our current design and specification standards for Class "E" asphalt concrete, the crushed base equivalency of the modified mix #77-2259 is 0.1 CBE less than that for the mix specified. For the following required specification changes a price reduction for Class "E" mix of 5 percent (0.10/2.00) is required for cost of mix and percent asphalt used in the mix.

1. Delete special provision 106.03.
2. Modify special provision 403.11 for Class "E" gradation to: pass 3/4 inch, 100 percent; pass ½ inch, 93 - 100%; pass ¼ inch, 21 - 31 percent; pass #10, 5 - 15 percent; pass #200, 1 - 5 percent; asphalt cement, 4 - 9* percent; portland cement or Hydrated Lime**, 0.5 - 1.5* percent.
3. Modify special provision 403.16(c) and (c-1) to allow the use of the stockpiled Mt. Nebo 3/8"-0.
4. Modify standard specification 403.91 to require contractor responsible for cost of antistripping additive.

Since the mix for design #77-2259 contains considerably more ½"-¼" and less ¼"-#10 than our Modified "C" mix or standard "E" mix, it is recommended that a short section of pavement be constructed for an evaluation of mix workability before approval for use is made.

Form E-09—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

AASHTO-T 165

Project Dillard [illegible]

Highway Pacific I-5

Contractor S.D. Spencer & Son No. 3128

Submitted by W. Tison

Source of material Mt. Nebo Quarry #10-119-3 & Round Prairie Pit #10-29-3

Sampled or inspected at stockpile

To be used Class "[illegible]" AC [illegible]

Sampled or inspected by Tison

Quantity represented

Laboratory No. 11 3029

Data Sheet No. [illegible]

Prefix 610-1067

Amount charge $400

Dept. invoice No.

Date received 2/15 & 3/11/77

Date reported April 18, 1977

Test Gradation [illegible]

Changes for design # [illegible]

[illegible] #77-25[illegible]

1. Asphalt Content (%) Chevron AR8000 — 5.0 — 6.0 — 7.0

Unconfined Compressive Strength (wet PSI) — 134 — 197 — 229
Index of retained Strength (%) — 41 — 59 — 83

2. Asphalt Content (%) Chevron AR8000 — 5.0 — 6.0 — 7.0
with ½% Pave Bond Special
Unconfined Compressive Strength (wet PSI) 203 — 233 — [illegible]
Index of retained Strength (%) 60 — 69 — 80

3. Asphalt Content (%) Chevron AR8000 5.0 — 6.0 — 7.0
with ½% Emery 6860
Unconfined Compressive Strength (wet PSI) 204 — 253 — 285
Index of retained Strength (%) 66 — 81 — 90

4. Asphalt Content (%) Chevron AR8000 — 5.0 — 6.0 — 7.0
with ½% No Strip Superconcentrate
Unconfined Compressive Strength (wet PSI) 191 — 233 — 275
Index of retained Strength (%) 65 — 70 — 83

REPORT TO:

	0	Bureau of Public Roads	
X	0	Construction Engineer	
	0	Maintenance Engineer	
	0	Bridge Engineer	
	0	Requisition Office	
X	0	Division Engineer	Shirley
X	0	Resident Engineer	Tison
	0	Dist. Maint. Supt.	
	0	Foreman	
2 X	0	Files	
X		S. D. Spencer & Son	

Test results indicate that treatment of Chevron AR8000 with 0.4% Emery #6860 additive is required to obtain the specified 70% minimum Index of Retained Strength at Design #77-2126 minimum asphalt content of 5.6%.

The use of ½% Pave Bond Special additive provides 70% IRS at a minimum asphalt content of 6.1% and with ½% No Strip Superconcentrate a minimum asphalt content of 6.0% is required.

[illegible] C. Jenkins

6. Should tests made using Weigel Bar aggregate indicate that the use of antistripping additive is not required for the material, modify Standard Specification 403.91 to require contractor responsible for cost of antistripping additive.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
A. Shirley
C. Gregg
E. Parker

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: S.C. 8428

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 19, 1977

FROM: John C. Jenkins
Engineer of Materials
By JEWilson
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Specification Change for Class "C" Asphalt Concrete; Dillard Int.-Myrtle Creek, Cont. #8428

TO: W. Tison
Resident Engineer

Asphalt concrete mix design testing has been completed for modification of a Class "C" mix for paving on the Dillard Int.-Myrtle Creek project. Enclosed is Report #77-3029 for AASHTO T165 Index of Retained Strength tests made for design gradation #77-2126.

Test results indicate that treatment of Chevron AR8000 with 0.4 percent Emery #6860 antistripping additive is required to obtain the specified 70 percent minimum Index of Retained Strength at Design #77-2126 minimum asphalt content of 5.6 percent. Treatment of the asphalt with 0.5 percent Pave Bond Special additive provides 70 percent IRS at a minimum asphalt content of 6.1 percent and tests with 0.5 percent No Strip Superconcentrate show that a minimum asphalt content of 6.0 percent is required.

Based on our current design and specification standards, the Class "C" mix for Design #77-2126 modified to use Round Prairie ½"-¼" without Mt. Nebo coarse aggregate is of a crushed base equivalency of 0.15 less than that for the mix specified. For the following required specification changes, a price reduction for Class "C" mix of 7.5 percent (0.15/2.00) is required for cost of mix and percent asphalt used in the mix.

1. Delete Special Provision 106.03.
2. Modify Special Provision 403.11 for Class "C" gradation to: pass 3/4 inch, 100 percent; pass ½ inch, 95 - 100; pass ¼ inch, 48 - 64; pass #10, 20 - 32; pass #40, 4 - 12; pass #200, 2 - 6.
3. Delete Special Provision 403.16(a-3) aggregate soundness requirement.
4. Modify Special Provision 403.16(b-1) and b-2 to allow the use of Round Prairie ~~Mt. Nebo~~ ½"-¼" coarse aggregate.
5. Modify Special Provision 403.16(c) and (c-1) to allow the use of Mt. Nebo ¼"-0.

1 Versteeg
Olson
[illegible]
Scott
2 Swenson
Savage
Trout

RECEIVED
APR 20 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

AASHTO T-165

Laboratory No. 11 **3145**
Data Sheet No. B-5552-4 & 2941
Prefix [illegible]
Amount charge $400
Dept. invoice No.
Date received [illegible]
Date reported April 20, 1977

Project Dillard Int.– Myrtle [illegible]
Highway Pacific I-5
Contractor S.D. Spencer & Son No. [illegible]
Submitted by W. Tison
Source of material Mt. Nebo Quarry #10-119-3 & [illegible] Prairie [illegible] #10-29-3
Sampled or inspected at Stockpile To be used [illegible]
Sampled or inspected by Tison Quantity represented

Test Gradation from Design #77-2127
Using Chevron AR [illegible]

1. Asphalt Content (%) [illegible] 5.5 - [illegible]
Unconfined Compressive Strength (wet PSI) 65 - 99 - 101
Index of retained Strength (%) - 30 - 50 - [illegible]

2. Asphalt Content (%) Chevron AR 8000 [illegible]
with ½% Pave Bond Special
Unconfined Compressive Strength (wet PSI) 191 - [illegible] - [illegible]
Index of retained Strength (%) - 78 - 80 - [illegible]

3. Asphalt Content (%) Chevron AR 8000 5.5 6.5 - 7.5
with ½% No Strip Super Concentrate
Unconfined Compressive Strength (wet PSI) 127 - 158 - 188
Index of retained Strength (%) 64 71 75

4. Asphalt Content (%) Chevron AR 8000 - 5.5 - 6.5 - 7.5
with ½% Emery 6860
Unconfined Compressive Strength (wet PSI) 130 137 - 166
Index of retained Strength (%) 53 - 55 - 63

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Shirley
X 0 Resident Engineer Tison
0 Dist. Maint. Supt.
0 Foreman
2X 0 Files
X S. D. Spencer & Son

Test results indicate that for the design asphalt content of 6.3 ± 0.5 percent for Design #77-2127, IRS of 70 percent minimum is obtained using Chevron AR8000 treated with 0.4 percent Pave Bond Special additive.

IRS of the mix at the minimum asphalt content of 5.8 percent is 66% with AR8000 treated with 0.5% No Strip Superconcentrate and 54% with AR8000 treated with 0.5% Emery #6860.

John C. [illegible]

3. Delete Special Provision 403.16(a-3) aggregate soundness requirement.

4. Modify Special Provision 403.16(b-1) and (b-2) to allow the use of Round Prairie ½"-¼" coarse aggregate.

5. Modify Special Provision 403.16(c) and (c-1) to allow the use of Mt. Nebo ^{3}/8"-0.

6. Should mix design tests made using Weigel Bar aggregate indicate that the use of antistripping additive is not required for the material, modify Standard Specification 403.91 to require the contractor responsible for the cost of antistripping additive.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
A. Shirley
C. Gregg
E. Parker

#0428

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: S.C. 8428

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 20, 1977

FROM: John C. Jenkins
Engineer of Materials
By JEWilson
James E. Wilson, Jr
Asst. Engineer of Materials

TO: W. Tison
Resident Engineer

SUBJECT: Mix Design Testing and Specification Change for Class "E" Asphalt Concrete; **Dillard Int.-Myrtle Creek**; Contract #8428

1 Versteeg ✓
Olson
Scott
2 Swenson Jlew
Savage

RECEIVED
APR 21 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Enclosed is test report #77-3135 for AASHTO T165 Index of Retained Strength tests made for Class "E" asphalt concrete design gradation #77-2127. The tests were made using 8 percent Round Prairie ½"-¼", 1 percent portland cement and 91 percent Mt. Nebo 3/8"-0 aggregate with Chevron AR8000 asphalt untreated and with antistripping additive treatment of 0.5 percent Pave Bond Special, 0.5 percent No Strip Superconcentrate and 0.5 percent Emery #6860.

Tests results indicate that for the design asphalt content of 6.3 ± 0.5 percent for Design #77-2127, IRS for the mix of 70 percent minimum is obtained using Chevron AR8000 treated with 0.4 percent Pave Bond Special additive. IRS of the mix at the minimum asphalt content of 5.8 percent is 66% with 0.5 percent No Strip Superconcentrate treated AR8000 and 54% with 0.5 percent Emery #6860 treatment.

Since we have been advised that Pave Bond Special additive is not available from the asphalt supplier, a mix design will be made as you requested for a Class "E" mix using 20 percent Round Prairie ½"-¼", 1 percent portland cement and 79 percent Mt. Nebo 3/8"-0. Tests will be made without additive and with 0.5 percent No Strip Superconcentrate and 0.5 percent Emery #6860. Gradation for the design is percent pass 3/4 inch - 100, pass ½ inch - 98, pass ¼ inch - 48, pass #10 - 12, pass #40 - 4, pass #200 - 2.6. Glenn Boyle will contact you by telephone on Saturday April 23 after 5 P.M. regarding test results for the above design.

Providing the above design satisfies the 70% minimum IRS, the Class "E" mix is of a 0.20 crushed base equivalency less than that for the mix specified. For the following required specification changes, a price reduction for Class "E" mix of 10 percent (0.20/2.00) is required for cost of mix and percent asphalt used in the mix.

1. Delete Special Provision 106.03.

2. Modify Special Provision 403.11 for Class "E" gradation to percentage: pass 3/4, 100; pass ½, 95 - 100; pass 3/8, 75 - 100; pass ¼, 44 - 60; pass #10, 6 - 16; pass #200, 1 - 5.

#8/-7

9

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL / /OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-2(85)109

STATE PROJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-860

TO:

F. B. Klaboe

DATE PS & E APPROVED 8-4-76	DATE AUTHORIZATION EFFECTIVE 9-9-77	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Dillard Interchange - Myrtle Creek"

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Salvage Credit

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-29-77 and based on the data submitted, you are authorized to transfer cost of salvage of excess guardrail, median rail and hardware stockpiled at Days Creek State Maintenance yard for Salvage Credit of $4,017.80 - F.F. $3,700. (Transaction is represented by SFO #3)

NOTED

Duane
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The contractor cleaning median area sta. 3270-3365 LN. Patching shr barrer sta 3321-3329 Rt LS. And placing embankment behind shr barrier sta 3321-3326.
TUESDAY	Contr. patchign sshr barrier sta 3330-3335 Rt LS ~~Bx~~ Working on on ditch & embankment behind sldr barrier. Repaired guard rail on Frontage Rd Lt "LN" sta 3282 & misc work to finish project.
WEDNESDAY	The contractor finished fill & ditch behind shld barrier sta 3321-3343 Rt LS. Painted shr barrier sta 3321-3343 and finshed patching median sta 3171-3173.
THURSDAY	The contractor doing minor cleanup work
FRIDAY	" " " "
SATURDAY	

REMARKS

All contract work on the project was finished by the contractor Wednesday November 2,1977. A small crew spent remainder of the week on cleanup of project. The contractor will move in equipment and materials necessary to install an additional 140 feet of 12 inch concrete storm sewer pipe and two G-1 inlets. This work will be done by Order for Extra Work. Two bird baths exist in median area that extend across the passing lane in a heavy runoff. These areas are extremely dangerous to the traveling public and it is imparative that a correction be made immediately.

SIGNED W.A. Tison LOCATION MYRTLE CREEK
W.A. TISON RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8428

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION DILLARD INTER.- MYRTLE CREEK	WEEK ENDING Nov 5, 1977
		SECTION PREFIX 610-1067
	HIGHWAY PACIFIC	COUNTY DOUGLAS
NAME OF JOB DILLARD INTER.-MYRTLE CREEK	KIND OF WORK PAVING, BARRIERS & SIGNING	
CONTRACTOR S.D. SPENCER & SON	CONTRACT NUMBER 8428	FEDERAL AID PROJECT NUMBER I-5-2(85(109)
DATE OF CONTRACT SEPTEMBER 7, 1976	DATE WORK STARTED OCT 28, 1976	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 7 SUPERVISION 2	SPECIFIED WORK DAYS SPECIFIED ~~CALENDAR~~ WORK DAYS 300	WORK DAYS USED ~~CALENDAR~~ WORK ~~DAYS USED~~ 300
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
PROJECT AUTHORIZATION $1,506,289.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $1,397,742.64	ENGINEERING AUTHORIZATION $108,547.19	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $1,3[illegible]4,558.24	This week 1,280 ENGINEERING COST TO DATE $100,140	DATE PROJECT WAS COMPLETED Nov 2, 1977
ESTIMATED PERCENT ~~XXXXXXX~~ UNDERRUN 5%	PERCENT OF AUTHORIZATION 92%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.07	4.07			4.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,660 CY	7,650 TONS			40,900 TONS
TOTAL QUANTITIES CORRECTED TO DATE	"	10,930 "			41,530 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	" "			" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK. 1 dozer, 1 hand compactor, 1 power broom, 2 end dump trucks, 1 service truck, 1 service pickup, 1 power broom & 1 hand compactor.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

CALENDAR		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Overcast	1		
MONDAY	31	"	1		
TUESDAY	1	"	1		
WEDNESDAY	2	"	1		Second Notification Submitted
THURSDAY	3	"	0		
FRIDAY	4	Overcast A.M. Rain P.M.	0		
SATURDAY	5		0		

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlow

RECEIVED
NOV 7 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gerauer
Widmer

LATION

OREGON STATE HIGHWAY
DIVISION

SHEET 2 OF 2 SH

P. Lloyd Jct - Myrtle Cr.

S.D. Spencer Pacific Hwy - Douglas Co 610-10
8428

Class "E" Mix Failing Test

Data

% Rounded Up or Down Except For Passing #200 and asphalt Content

4/26/77 Passing 1/4"

① $\frac{0 + 0 + 8.0 + 3.0 + 0 + 0}{6} = 2.0$

Passing #10

② $\frac{1 + 0 + 2 + 1 + 0 + 0}{6} = 1.0$

4/28/77 Passing 1/4"

③ $\frac{0 + 0 + 1 + 1 + 5}{5} = 1.0$

Passing #10

④ $\frac{1 + 0 + 1 + 0 + 2}{5} = 1.0$

2 out of Spec's
as per Salem 12/6/76

SUMMARY OF FAILING TEST RESULTS for E BIT MIX
Class (B, C, F, PMBB)

rtle Cr

Bid Item #17

SHIFT AVERAGE OF TESTS																				
Pass #10 %		Pass #40 %		Pass #200 %		%		~~SE-LL-PI~~ asphalt Tank stick		Asphalt %		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs		ASPHALT Out Specs	SE, LL, PI Out Specs
													100-Col 9	Col. 11×12 / 100	Sum of Col. 1-7	Col. 13×14 / 100	Col. 11×10 / 100	Col. 8×13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	4		5		6		7		8	9	10	11	12	13	14	15	16	17

t Day

t with shift average in Specs *1401^{82}

②	1.0									7.06	—	4026^{43}	92.94	3742^{16}	3.0	112^{26}		
④	1.0									7.30	—	4304^{965}	92.70	3990^{70}	2.0	79^{81}		

heet #2 (as per Solan 12/4/26)

ed = 14,714^{535}

= 1,401^{82}

Tonage = 13,312^{715} × 15% = 1996^{91} Tons

aggregate out Spec × unit Price Mix

192^{02} × \$9^{76} = \$1,874^{60}

Total Reduction

OK

TOTALS → 8,331^{395} | 192^{02}

Exceeds 15% allowable Tonage

with price per contract

No. B418 SUMMARY OF FAILING TEST RESULTS for E BIT MIX
Class (B, C, E, PMBB)

Dillard Jct ~ Myrtle Cr

Bid Item #17

SHIFT AVERAGE OF TESTS

asphalt Tank stick

	Pass 3/4 % Ave	Out Specs 1	Pass 1/2 % Ave	Out Specs 2	Pass 1/4 % Ave	Out Specs 3	Pass #10 % Ave	Out Specs 4	Pass #40 % Ave	Out Specs 5	Pass #200 % Ave	Out Specs 6	% Ave	Out Specs 7	~~SE-LE-~~PI Ave	Out Specs 8	Asphalt % Ave 9	Out Specs 10	MIX USED 11	AGGREGATE In Mix % 12	In Mix Tons 13	Out Specs % 14	Out Specs Tons 15	ASPH
(977)					First Day																			
25			*Took 3 Test with shift average in Specs																*1,401^{82}					
26						① 2.0		② 1.0									7.06	—	4026^{43}	92.94	3742^{16}	3.0	112^{26}	
28						③ 1.0		④ 1.0									7.30	—	4304^{965}	92.70	3990^{70}	2.0	79^{81}	
TOTALS																			8,331^{395}				192^{07}	

①to④ See sheet #2 (as per Solan 12/6/76)

Total mix used = 14,714^{535}
First Day = 1,401^{82}

allowable Failing Tonage = 13,312^{715} × 15% = 1996^{91} Tons

aggregate out Spec × unit

192^{07} × \$9^{76} = \$1,874^{60}

Total Reduction

Exceeds 15% allowable Tonage

all subsequent … paid with price adjustment

SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B C, E, PMBB)

Myrtle Cr.

Recomputed for FHWA 3/23/78 DCL

SHIFT AVERAGE OF TESTS													MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
"	1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 5x13
Out Spec	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
3	1	4		5		6		7		8	9	10	11	12	13	14	15	16	17
	53.1	1.1									7.2	—	467.27	92.8	433.63	1.1	4.77 Adj		
	56.0	4.0									7.2	—	467.27	92.8	433.63	4.0	17.35		
	57.4	5.4	16.9	0.9							7.5	—	671.07	92.5	620.74	6.3	39.11		
	60.0	8.0	17.7	1.7							7.5	—	671.07	92.5	620.74	9.7	60.21		
	55.4	3.4	16.5	0.5							7.5	—	671.07	92.5	620.74	3.9	24.21		
			17.1	1.1							7.3	—	860.99	92.7	798.14	1.1	8.78		
	53.1	1.1	17.3	1.3							7.3	—	860.99	92.7	798.14	2.4	19.16		
	53.4	1.4									7.3	—	860.99	92.7	798.14	1.4	11.17		
	57.0	5.0	18.1	2.1			5.1	0.5			7.3	—	861.00	92.7	798.15	7.6	60.66 Adj		
											TOTALS		6391.72				245.42 T		

245.42 × $9.76 = $2395.30

$2395.30 − $1,874.60 = $520.70 ÷ 2 = $260.35

OK

ng data with price agreement

Contract No. 8428 SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B C, E, PMBB)

Section Dillard Intch- Myrtle Cr. Recomputed for FHWA 3/

	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
Sieve Size			3/4"		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x1 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
4/25/77	#1						53.1	1.1									7.2	—	467.27	92.8	433.63	1.1	4.77
"	#2						56.0	4.0									7.2	—	467.27	92.8	433.63	4.0	17.3
4/26/77	#4						57.4	5.4	16.9	0.9							7.5	—	671.07	92.5	620.74	6.3	39.1
"	#6						60.0	8.0	17.7	1.7							7.5	—	671.07	92.5	620.74	9.7	60.
"	#7						55.4	3.4	16.5	0.5							7.5	—	671.07	92.5	620.74	3.9	24.
4/28/77	#15								17.1	1.1							7.3	—	860.99	92.7	798.14	1.1	8.76
"	#17						53.1	1.1	17.3	1.3							7.3	—	860.99	92.7	798.14	2.4	19.
"	#18						53.4	1.4									7.3	—	860.99	92.7	798.14	1.4	11.1
"	#19						57.0	5.0	18.1	2.1			5.1	0.5			7.3	—	561.00	92.7	798.15	7.6	60
																			245.42	x $9.76	=	$2395.3	
																			$2395.30	- $1,874.60		= $520.7	
																	TOTALS		6391.72				215

inal copy plus other substantiating data with price agreement

Class "E" Mix - Bid Item No. 17

Price Agreement No. 8 for $1,874.60 did not cover non-spec. material produced the first day and on daily average of test results. Attached is recomputed amount of $2,395.30 covering quantities represented by individual failing tests including the first day. This amounts to a difference of $520.70.

In accordance with our agreement, $260.35 is to be credited to the project on a non-participating basis.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
Alfred Shirley, Jr. "
Bob Church "
John Jenkins "
File "

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 27, 1978

FILE: CON 5 #8428

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Dillard Interchange-Myrtle Creek
F.A.P. No. I-5-2(85)109
Contract No. 8428
Recomputed Price Adjustments for Non-Spec. A.C. Mixtures

Price agreements 8 and 9 covering price adjustments for acceptance of non-spec. Class "E" and Class "C" mixtures incorporated into this project have been reviewed. The following non-participating credits to this project have been computed in accordance with recommendations contained in FHWA Report of Final Inspection on January 10, 1978 and our March, 1978 agreement for acceptance of non-spec. A.C. mixtures on federal-aid projects.

Class "C" Mixtures

Although tested as one material, this mixture was paid for under two separate bid items:

B.I. No. 15 - Class "B" or "C" A.C. Mixture	-	25,100.9 Tons
B.I. No. 16 - Class "B" or "C" Mix in leveling	-	1,658.0 Tons
Total		26,758.9 Tons

Mix was first furnished for B.I. No. 15 on March 22, 1977 from mix being produced for Garden Valley-Fairgrounds Rd. project and complied with specifications. The only non-spec. material furnished under B.I. 15 was 256.03 tons (15.4%) furnished the second day. This mixture was 0.3% low in asphalt content. Price Agreement No. 9 for $59.20 covered all failing tests and materials. A credit to FHWA is therefore not required for this bid item.

The Class "C" mixture furnished under B.I. No. 15 included 3,403.2 tons (13.6%) which did not comply with specs. based on quantities represented by individual tests. This is considered to be substantial compliance with the specifications and no price adjustment was necessary.

Had all 26.758.9 tons of Class "C" mix been considered as one bid item, there would not have been a price adjustment. The 3,659.2 tons of non-spec. material furnished under both bid items amounted to 13.7% and would therefore be in substantial compliance.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 29 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dillard Intchge.-Myrtle Creek Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 4,000.00

	Subtotal	$1,352,413.10
	Engineering	135,240.90
	Total	$1,487,654.00
Length of Roadway - - - - - - - - - - - -	4.079 Miles	
Cost of Roadway Per Mile- - - - - - - - -	$364,710.47	

Retained in Program Status
(Not included in totals below)

Reflectors on Median Barriers (S.F.)	All Required	$ 425.00

Federal Funds -		$1,372,807.00
State Funds -		114,847.00
	Total	$1,487,654.00

Group 1	100%
Contract No.	8428
Prefix No.	610-1067

Concrete Inlets, Type G-1	64	only	300.00	19,200.00
Concrete Inlets, Type G-2MA	1	only	500.00	500.00
Special Concrete Inlet	1	only	909.00	909.00
Guard Rail, Type 2A	19,063	lin.ft.	4.00	76,252.00
Extra for 8-foot Posts	50	only	30.00	1,500.00
Guard Rail, Type 3	75	lin.ft.	10.00	750.00
Guard Rail Anchors, Type 1	8	only	250.00	2,000.00
Guard Rail Anchors, Type 2	9	only	275.00	2,475.00
Extra for Guard Rail Bridge Connections	6	only	150.00	900.00
Rail End Pieces, Type A	7	only	25.00	175.00
Rail End Pieces, Type C	10	only	120.00	1,200.00
Type 2 Fence	7,330	lin.ft.	1.40	10,262.00
20' Double Gate	1	only	700.00	700.00
Concrete Barrier	22,300	lin.ft.	10.33	230,359.00
Install Concrete Barrier	1,438	lin.ft.	4.75	6,830.00
Paved Culvert End Slopes	240	sq.ft.	6.50	1,560.00
Drainage Curbs	5,225	lin.ft.	1.50	7,837.50
Delineators	300	only	15.75	4,725.00
Roadside Seeding and Mulching	7	acre	500.00	3,500.00
Membrane Waterproofing, Bridge No. 7900A	1,050	sq.yd.	7.00	7,350.00
Steel Sheet Piling	2,900	lin.ft.	13.32	38,628.00

Signing

Removal of Existing Sign Installation	All	Required		650.00
Wood Sign Posts	All	Required		950.00
Sign Support Footings	All	Required		2,200.00
Breakaway Sign Posts	All	Required		2,650.00
Exit Number Sign Supports	All	Required		1,000.00
Type "A" Signs in Place	180	sq.ft.	13.00	2,340.00
Type "C" and "D" Signs in Place	190	sq.ft.	5.00	950.00
Move and Modify Existing Signs	All	Required		1,750.00
				$1,339,483.60

Anticipated Items

Permanent Pavement Striping (S.F.)	All	Required		$ 2,000.00
Stage Construction Striping (S.F.)	All	Required		1,800.00
Temporary Erosion Control (E.W.)	All	Required		2,500.00
On-the-Job Trainees (2 at $800)	All	Required		1,600.00
State Furnished Concrete Median Barrier	1,437	lin.ft.	3.50	5,029.50
				$ 12,929.50

G-file

Oregon State Highway Division
Salem, Oregon, September 9, 1976

Federal-Aid Project
No. I-5-2(85)109

Dillard Intchge.-Myrtle Creek Section
Pacific Highway
Douglas County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3169+65.70 to Sta. 3385+00)

Furnish Field Laboratory	1	only	2,300.00	$ 2,300.00
Mobilization	All	Required		21,000.00
Temporary Protection and Direction of Traffic	All	Required		24,000.00
Temporary Signs	1,500	sq.ft.	5.00	7,500.00
Temporary Barricades	4	only	50.00	200.00
Flagmen	400	hour	17.00	6,800.00
Oversize Advance Construction Signs	2	only	3,000.00	6,000.00
Clearing and Grubbing	All	Required		2,500.00
Removal of Structures and Obstructions	All	Required		18,367.00
Ditch Excavation	35	cu.yd.	8.00	280.00
Embankment in Place	7,660	cu.yd.	2.20	16,852.00
Trench Excavation	2,100	cu.yd.	9.00	18,900.00
Watering	320	M-gal.	8.00	2,560.00
Aggregate Shoulders	7,650	ton	3.90	29,835.00
Class "B" or Class "C" Asphalt Concrete Mixture	24,300	ton	8.76	212,868.00
Class "B" or Class "C" Asphalt Concrete Mixture in Leveling	4,200	ton	9.76	40,992.00
Class "E" Asphalt Concrete Mixture	12,400	ton	9.76	121,024.00
Asphalt Cement in Mixture	2,720	ton	80.00	21,760.00
Portland Cement or Lime Additive in Class "E" Mixture	125	ton	63.00	7,875.00
Asphalt in Tack Coat	52	ton	110.00	5,720.00
Concrete in Box Culvert Extension	13	cu.yd.	330.00	4,290.00
Reinforcement in Box Culvert Extension	1,626	lbs.	0.40	650.40
8-inch Culvert Pipe	12	lin.ft.	5.50	66.00
12-inch Culvert Pipe	4	lin.ft.	9.20	36.80
18-inch Culvert Pipe	22	lin.ft.	15.00	330.00
24-inch Culvert Pipe	16	lin.ft.	18.00	288.00
30-inch Culvert Pipe	26	lin.ft.	22.00	572.00
12-inch Sewer Pipe	10,700	lin.ft.	7.00	74,900.00
15-inch Sewer Pipe	1,820	lin.ft.	10.22	18,600.00
Extra for Pipe Under Pavement	12,230	lin.ft.	3.80	46,474.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8 [illegible]

15

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Douglas
		Project No. I-5-2(85)109

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Myrtle Cr. Intchge., N. 4.08 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	4.079
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,487,654	$ 1,372,807

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Acting Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator SEP 15 19[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

File

Oregon State Highway Division
Salem, Oregon Jan. 8, 1979

Federal Aid Project
No. I-5-2(85)109

Dillard Intchge.-Myrtle Creek Section
Pacific Highway
Douglas County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 3169+65.70 to Sta. 3385+00)

Subtotal of previous estimate of Sept. 9, 1976	$1,352,413.10
Engineering	144,001.90
	$1,496,415.00

Length of Roadway. . . . . . . 4.079 miles
Cost of Roadway per mile . . . $366,858.21

Summary of Funds

Federal Funds	$1,380,890.00
State Funds	115,525.00
Total	$1,496,415.00

Group 1 - 100%
Contract 8428
Prefix 610-1067

8428

STATE COPY

8

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-90
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-16-79

Form Approved; O M B No. 04-R2089

State	Oregon
County	Douglas
Project Number	I-5-2(85)109

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 15, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,487,654.00	$ 1,496,415.00
Federal funds	$ 1,372,807.00	$ 1,380,890.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16 th day of January, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

8428 8

March 19, 1979

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8428 awarded to S. D. Spencer & Son for work on the Dillard Interchange-Myrtle Creek Section of the Pacific Highway in Douglas County was completed on November 2, 1977, and accepted by the State Highway Engineer on March 14, 1979.

Final payment in the amount of $2,500 will be released to the contractor after March 26, 1979. The total contract amount is $1,366,665.23 including $17,661.51 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15
16 18 19 22 23 24 25 27 28 30 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * OREGON - 8428	COUNTY Douglas	FEDERAL PROJECT NO. * I-5-2(85)109	URBAN ( ) * RURAL (X)

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST *	DOL.	1,374,998	
21	LENGTH OF PROJECT	MILES	4.079	

DATE STARTED * October 28, 1976
DATE COMPLETED * November 2, 1977
TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM	LABOR * *(Roadway and Bridges Combined)*	TOTAL MAN HOURS	GROSS EARNINGS
30		28,057	$247,390

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	528,932	
	9	PETROLEUM PRODUCTS *	GAL.	125,665	
	1	CEMENT	BBL.	677	
CARD C	2	AGGREGATES PURCHASED	TON.	11,780	
	92		CU. YD.	6,500	
	3	BITUMINOUS MATERIAL	GAL.	787,430	
	4	LUMBER	THSD. BD. FT.	1	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	1,457	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	60	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON	35,347	
	95		CU. YD.	19,500	
CARD F	16	MISCELLANEOUS STEEL	LB.	114,843	
	17	FENCING	LIN. FT.	6,185	
	18	GUARDRAIL	LIN. FT.	19,210	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	12,357	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel
48 52 53 61 62 70 [redacted]

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		8"	12
		12"	6
		18"	56
		24"	16
		30"	26
CARD J	13	CONCRETE PIPE	
		12"	10,592
		15"	1,984
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

* MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

☆U.S. GOVERNMENT PRINTING OFFICE — 732-628

STATE COPY

1 7 79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 6-7-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-2(85)109
COMPLETION DATE 11-2-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-14-79	TIME ELAPSED 100	CONTRACT TIME 300 calendar days
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DILLARD INTERCHANGE-MYRTLE CREEK
Pacific Highway

The contractor was assessed a penalty of $1,874.60 via Price Agreement No. 8 for Class E-A.C. that did comply with the contract requirements. Also Federal funding was credited $260.35 per our agreement concerning A.C. penalties.

RECEIVED
STATE HWY ENGR
JUN 12'79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-12
cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 6-8-79	TITLE Field Operations Engineer — DATE 6-8-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8428 Dillard Int.-Myrtle Cr. Sec. 1976
of Pac. Hwy. S. of Roseburg
(Paving, barriers & signing)

54:7

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 22, 1976

FROM: Frank E. Terpin
Location Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Thomas Creek-Brookings Section
Oregon Coast Highway
Curry County

Because of the continued use of the shoulder area of US101 by bicycle traffic and the expectation that bicycle traffic along this route will increase, and because of the impending designation of this section as an integral part of the Oregon Coast Bicycle Trail by the Oregon Recreation Trails Advisory Council, every measure should be taken to create a safe bicycling environment.

To accomplish this I recommend that the typical section for the subject project be revised to provide a 6-foot-wide shoulder at channelizations by reducing the travel lane width to 14 feet from 16 feet.

DES/FET:mc

cc Alfred Shirley

?

Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout
Eriksen

Copy

RECEIVED
JUL 23 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

a two-lane bituminous surface 38

8459; Steel deck truss; L-956';

urface 38 feet wide including

sts of resurfacing with high type
oot two lane section consisting of
7-foot paved shoulders including
ted grading and drainage as
f roadway appurtenances (e.g. guardrail,
c.) and incidental work common to

required.

rports, Water Development, Historical
nvolved.

major action project concurred in

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5:
(a) Public Hearings---None required under Oregon Action Plan.
(b) Creation/Design---Not a factor in the development of this project.

Note:
(1) This project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.
(3) Brookings Airport lies within two miles of the south end of the project but will not be affected by the project.

THOMAS CREEK-BROOKINGS SECTION

PROJECT NO. RF-124(26)

Existing Facility: Basically a two-lane bituminous surface 38 feet wide including shoulders.

Adjacent Sections:
N. End---Thomas Creek Br.-No. 8459; Steel deck truss; L-956'; HC-30; Loading H-20.
S. End---Two-lane bituminous surface 38 feet wide including shoulders.

Project Data: The work consists of resurfacing with high type pavement overlay a basic 38-foot two lane section consisting of two 12-foot travel lanes with 7-foot paved shoulders including shoulder improvement with related grading and drainage as required. Safety revisions of roadway appurtenances (e.g. guardrail, minor drainage structures, etc.) and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 20, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse
7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5:
(a) Public Hearings---None required under Oregon Action
(b) Creation/Design---Not a factor in the development o

Note: (1) This project is in Congressional District No
(2) On-the-job trainees, as set forth in FHWA or
interim 7-2(2), on this project will be deter
and E stage and the number stipulated in the
documents.
(3) Brookings Airport lies within two miles of th
of the project but will not be affected by th

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-26-76

(45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S of Brookings JICL, N 8.04 mi		2600	4950	96	10	OREGON	41	073	112

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							RF-	124	(26)		

PROJECT NUMBER
I. Projects Only

Rural Primary

COUNTY NAME Curry CODE 015

ROUTE NO. P FEDERAL-AID 2* STATE 9 U.S. 101

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Thomas Creek-Brookings Sec."	8.04	650,000	557,000	93,000		ROW-200' normal; Access control-partial; Parking restrictions-none
JLG PROJECT TOTALS	8.04	650,000	557,000	93,000		

REMARKS

* Old FAP 2

-over-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 7-26-76

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 101, 0.5 mi S of Brookings JICL, N 8.04 mi 21 68	ADT	PRESENT 2600	FUTURE 4550 (64) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME OREGON	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 23 | NUMBER 124

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Curry			CODE 015
	NAME OF URBAN AREA -------- 17-31	ROUTE NO. P	FEDERAL-AID 2* (32)	STATE 9 (36)	U.S. (37) 101

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Thomas Creek-Brookings Sec."	8.04	650,000	557,000	93,000	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	8.04	650,000	557,000	93,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

* Old FAP 2

July 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY

FROM L. W. Rulien D. E. SWAN
Program Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following three projects:

Item No. 111, Project No. RF-108(12), China Hat [illegible]-Lava Butte Sec.
Item No. 112, Project No. RF-124(26), Thomas Cr.-Brookings Sec.
Item No. 113, Project No. RF-195(9), Eagle Cr-[illegible] Co. Line Sec.

It is the Oregon State Highway Division's intention to receive bids for these projects on August 26, 1976.

We request for each project the following:

(1) Concurrence that the project,cexcept Item No. 112, falls in the classification of nonmajor action as set forth in FHPM 7-7-2, papagraph 10e.

(2) Approval of the program for inclusion in the Federal-aid Rural Primary Highway PRogram.

JLG:pal
Enclosure

Cc: Alfred Shifley, Jr. (region 3)
C. M. Williams (region 4)

8427

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

		RF-124(26) STATE PROJECT NO. Thomas Creek-Brookings
FROM:	PROGRAM NO.	COUNTY NAME Curry
G. L. Green Division Administrator	ITEM NO. RF-112	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	8-2-76	Primary Route 2
		STATE ROUTE NUMBER Primary Route 9

GENERAL LOCATION:

US 101 0.5 miles south of Brookings NCL north 8.04 miles.

GENERAL DESCRIPTION OF WORK:

High type pavement (Code 6201 Miles 8.04)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Approval
(TEC $650,000 - FF $557,000)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's July 26, 1976 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	G. K.	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

8427

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 29, 1976

Don Shaffer

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Thomas Creek-Brookings Section
Oregon Coast Highway
Coos County

TO: J.H. Versteeg
Road Design Engineer

The preliminary plans for the subject section showed a 16-foot median, 16-foot travel lanes and 4-foot shoulders through the channelized portion of the project.

A few days ago I asked that your office consider cutting the travel lanes to 14 feet and widening the shoulders to 6 feet, whereupon you asked me to address my suggestion to Mr. George. Mr. George felt the section should be striped with a 12-foot median, 14-foot driving lanes and 8-foot shoulders.

The Oregon Coast Highway is a prime bicycling route even though inadequate shoulders exist in many places. Adequate shoulder widths should be provided whenever resurfacing or reconstructing sections of the Coast Highway. I believe that 6-foot-wide shoulders are acceptable for bicycling and therefore suggest a compromise, providing a 14-foot median, 14-foot travel lanes and a 6-foot bikeway on each shoulder. Such a section would provide the necessary two feet required for bikeway striping.

DES:jp
cc L.E. George
Alfred Shirley

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 30 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

8-3-76
Ted
[illegible]
about bike [illegible]
[illegible]
He had in mind a 12 ft [illegible]
[illegible] opposing traffic [illegible]
Yellow line. If any questions call [illegible]
[illegible]

8427 9

Salem, Oregon
August 13, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Guardrail-Bikeways
Thomas Creek-Brookings Section
Oregon Coast Highway

Alfred Shirley, Jr.
Region 3 Engineer

At the request of J. X. Wilson $15,000 is being placed in the project authorization to raise the substandard guardrail. The resident engineer must be very selective in this work to accomplish what is needed without overrunning the amount set up in the project authorization.

Anything that can be done to accommodate the bike rider on this section of the coast highway would be appreciated. We are thinking of small things that might be done at a reasonable cost to provide some additional width on the climbing lane and through the left turn refuges.

JHV:jh

RECEIVED
AUG 13 1976
ROAD DESIGN SECTION

____ Versteeg ____
1 Olson Don
2 Christensen
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

8-27

1

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. Thomas Creek-Brookings

PROGRAM NO.

COUNTY NAME Curry

FROM:
G. L. Green
Division Administrator

ITEM NO. RF-112

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-4-76	8-4-76	Primary Route 2
		STATE ROUTE NUMBER
		Primary Route 9

GENERAL LOCATION:
US 101-0.5 Miles South of Brookings NCL North 8.04 miles

GENERAL DESCRIPTION OF WORK:
High type pavement (6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Permanent Pavement striping(SP)	$2600.
Stage const. stripend (SF)	$2600.
Temporary erosion control	$1000.
On the job training(EW)	$ 800.
Remove drainage curb (EW)	$1000.

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-2-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $942,452. - Federal funds $808,058.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-76		Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976 631-008

Thomas Creek-Brookings Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,000.00

On-the-Job Trainees (1 at $800)(E.W.)	All Required	800.00
Remove Drainage Curb (E.W.)	All Required	1,000.00
Raise Existing Guard Rail (E.W.)	All Required	15,000.00
		$ 23,000.00
	Subtotal	$705,655.00
	Engineering	95,263.00
	Total	$800,918.00

Length of Roadway - - - - - - - - - - - - 8.04 Miles

Cost of Roadway Per Mile- - - - - - - - $99,616.67

Federal Funds -		$686,707.00
State Funds -		114,211.00
	Total Cost	$800,918.00

Group 1	100%
Contract No.	8427
Prefix No.	8-1056

G-file ✓

Oregon State Highway Division
Salem, Oregon, September 9, 1976

Federal-Aid Project
No. RF-124(26)

Thomas Creek-Brookings Section
Oregon Coast Highway
Curry County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1019+62 to Sta. 1444+20)

Furnishing Field Laboratory	All	Required		$ 1,500.00
Mobilization	All	Required		66,000.00
Temporary Protection and Direction of Traffic	All	Required		8,500.00
Temporary Signs	230	sq.ft.	4.00	920.00
Flagmen	400	hour	18.00	7,200.00
Pilot Car	130	hour	24.00	3,120.00
Removal of Structures and Obstructions	All	Required		4,000.00
Embankment in Place	600	cu.yd.	5.00	3,000.00
Watering	160	M-gal.	10.00	1,600.00
Aggregate Base	8,200	ton	5.00	41,000.00
Class "C" Asphalt Concrete Mixture	11,600	ton	8.30	96,280.00
Class "E" Asphalt Concrete Mixture	17,500	ton	8.75	153,125.00
Asphalt Cement in Mixture	1,980	ton	85.00	168,300.00
Portland Cement or Lime Additive in Class "E" Mixture	175	ton	70.00	12,250.00
Asphalt in Tack Coat	50	ton	150.00	7,500.00
18-inch Culvert Pipe	350	lin.ft.	10.00	3,500.00
Guard Rail, Type 2	4,350	lin.ft.	5.30	23,055.00
Guard Rail, Type 2A	4,800	lin.ft.	6.80	32,640.00
Guard Rail, Type 3	100	lin.ft.	11.00	1,100.00
Guard Rail Anchors, Type 1	58	only	145.00	8,410.00
Guard Rail Anchors, Type 2	19	only	285.00	5,415.00
Extra for Guard Rail Bridge Connections	4	only	325.00	1,300.00
Rail End Pieces, Type C	58	only	105.00	6,090.00
Extra for Asphalt Approaches	33	only	200.00	6,600.00
Drainage Curbs	9,100	lin.ft.	1.50	13,650.00
Delineators	400	only	16.50	6,600.00
				$682,655.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All	Required	$ 2,600.00
Stage Construction Striping (S.F.)	All	Required	2,600.00
Temporary Erosion Control (E.W.)	All	Required	1,000.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

1427 75

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 9.15	**FEDERAL-AID PROJECT AGREEMENT** 9-15-76	County Curry Project No. RF-124(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, 0.5 mi. S. of Brookings NCL, N. 8.04 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	8.04
OTHER *(Specify)*		

FUNDS Pro-rata 85.74%

ESTIMATED TOTAL COST OF PROJECT $ 800,918	FEDERAL FUNDS $ 686,707

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Acting Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator SEP 15 197[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

PRO-6-2

September 20, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RF-124(26)
Curry County

We hereby request your approval of a minor program change on Item No. RF-112, Project No. RF-124(26), "Thomas Creek-Brookings Section", as indicated below:

(1) Appropriation Code: Change to 010
(2) Class of Federal Funds: Change to Consolidated Primary.
(3) Project No.: Change to F-124(26)

This action is necessary to release sufficient Rural Primary funds (073) to cover needed modifications of project agreements.

CL:re

cc: D. E. Swan

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#04127

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F 124(26)

STATE PROJECT NO.
Thomas Creek-Brookings

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-112

COUNTY NAME
Curry

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '76
REFER TO
Rulien
FOR
Info | Inves | R.D | DYR | Sign | A. | File

DATE PS&E APPROVED
8-4-76

DATE AUTHORIZATION EFFECTIVE
9-21-76

FEDERAL ROUTE NUMBER
Primary 2

STATE ROUTE NUMBER
Primary 9

GENERAL LOCATION:
U.S. 101 0.5 miles south of Brookings NCL north 8.04 miles.

GENERAL DESCRIPTION OF WORK:
High type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's September 20, 1976 memorandum, I approve the program change as follows:

(1) Appropriation Code: Change to 010.
(2) Class of Federal funds: Change to Consolidated Primary.
(3) Project Number: Change to F-124(26).

DATE
9-21-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-889

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173

DATE 10/29/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D	5%
	Dated 10/29/76 Due 11/30/76	
	Interest at Maturity	CUSIP
	Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 6/76 ENV. 31-329 HEAD OFFICE PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

8427

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	-

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

4.77

FORM 81-734-3030

FILE: CON 5 #8427

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 14, 1977

FROM: C. T. Keasey CT Keasey
Construction Engineer

SUBJECT: Thomas Creek-Brookings Section
Oregon Coast Highway
Contract No. 8427

TO: Alfred Shirley, Jr.
Region III Engineer

Attn: J. X. Wilson

NOTED
E. S. HUNTER

I believe Les Blickenstaff's suggestion to use a shot of emulsified asphalt ahead of the paving on this section is probably a good one, as it would tend to seal the cracks better.

However, there could be several problems that should be considered.

(1) Only as much emulsion should be placed as can be covered in one day's paving.

(2) One-way pilot car traffic would have to be maintained at least until the emulsion was completely broken to prevent splashing or stringing on vehicles.

(3) Emulsion placed on the high side of a superelevation will tend to run off to the other side, and preparations will have to be made to cover those areas where this occurs.

(4) The emulsified asphalt seal will probably be extremely slippery in wet weather until it is covered. Provision should be made to cover any areas left unpaved at the end of a day, or if the paving is shut down by rain.

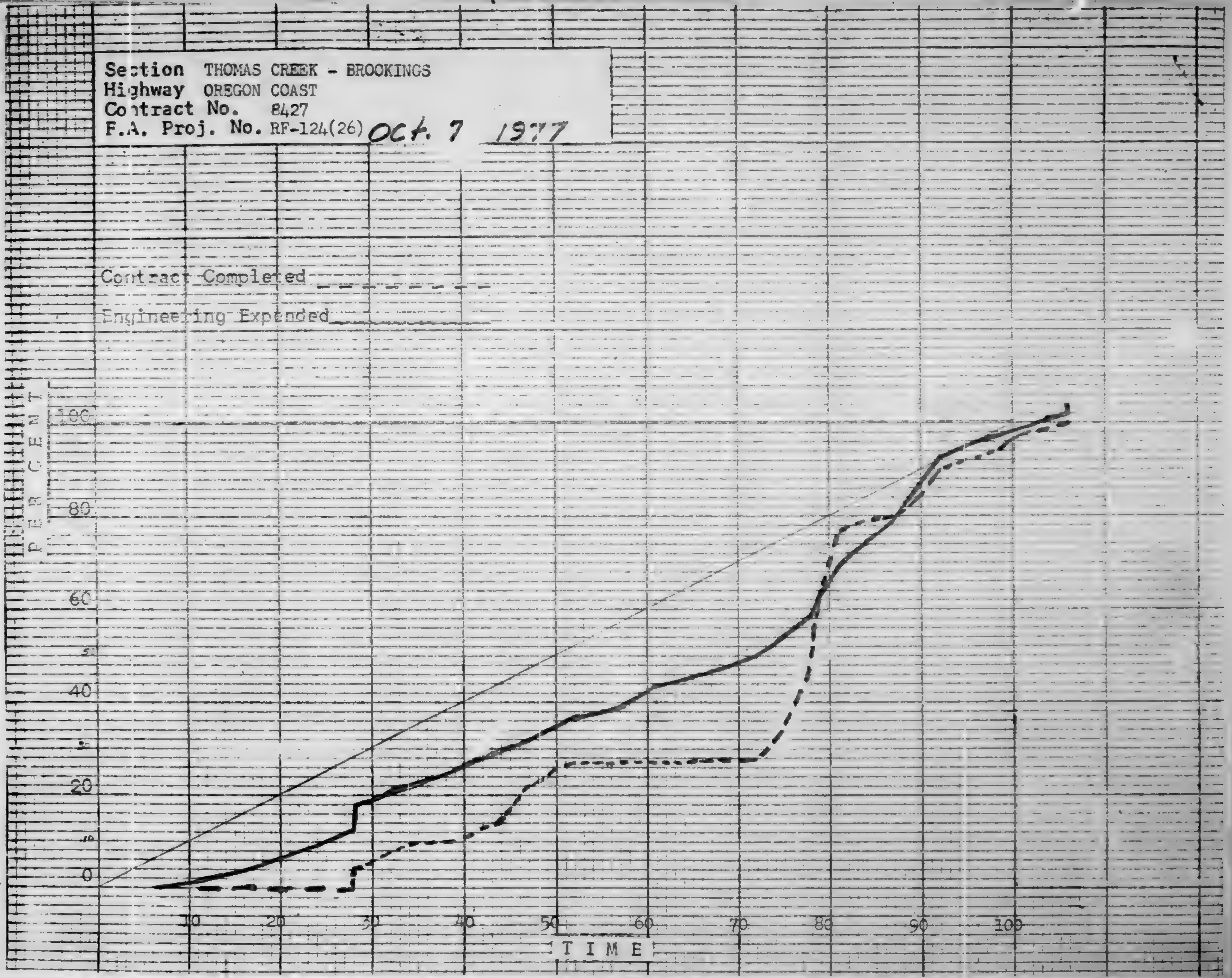
With these things in mind, you have my approval to try this procedure as outlined.

CTK:fr

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


Section THOMAS CREEK - BROOKINGS
Highway OREGON COAST
Contract No. 8427
F.A. Proj. No. RF-124(26) Oct. 7 1977

Contract Completed - - - - - - - - -

Engineering Expended ________

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This job is complete and the semi-final data was submitted to the region office Friday, along with a monthly estimate. The semi-final estimate and some price agreements for purchase of excess aggregates etc. and a PA for non-spec. AC penalty will be submitted later.

FINAL REPORT.

SIGNED L. V. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8427,

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thomas Creek - Brookings

WEEK ENDING: October 7, 1977

SECTION PREFIX: 8-1056

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Thomas Creek - Brookings Sec.

KIND OF WORK: Paving & Guard Rail

CONTRACTOR: Roy L. Houck Const. Co.

CONTRACT NUMBER: 8427

FEDERAL AID PROJECT NUMBER: RF-124(26)

DATE OF CONTRACT: Sept. 7, 1976

DATE WORK STARTED: January 31, 1977

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: CWD 250

CALENDAR DAYS USED: 264

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $803,188.43

EXCLUSIVE OF ENGINEERING: $739,499.48

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $705,000.00

ESTIMATED PERCENT: OVERRUN / UNDERRUN: under 4 %

ENGINEERING AUTHORIZATION: $63,688.95

This week 620.00

ENGINEERING COST TO DATE: $66,230.00

PERCENT OF AUTHORIZATION: 104 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: 7-14-77

Semi final submitted 10-7-77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0	8.04			8.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED		8.04			8.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600	8,200			29,100
TOTAL QUANTITIES CORRECTED TO DATE	0	6,931.37			28,708
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		6,931.37			28,708
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Job is overtime			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 10 1977
CONSTRUCTION SECTION

Routing
Kessey K
Bond
Jackmond
Hopkins
Johnson
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8427 Contractor Roy L. Houck Const. Co.

Highway Oregon Coast

Section Thomas Creek - Brookings

Kind of Work Paving & Guard Rail

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a complete time extension of contract time because of added work by Price Agreement No. 3 (guardrail revisions).

Recommended for Approval:

Division Engineer

for
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8427

Project designation Federal Aid Primary
State-Federal

Date awarded Sept. 7, 1976

Work started Jan. 31, 1977

Per cent completed 100 Sept. 14, 1977
Date

No. of Workdays Allowed 250

No. of Workdays Used 264

No. of Added Workdays Requested 14

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 2, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 264 days, within which to complete our Contract No. 8427, without the assessment of liquidated damages. The said contract is described as follows:
Thomas Creek-Brookings Sect., Paving, Oregon Coast Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contractor requested to do additional work as documented by P.A.#2, Raise Existing Guardrail to Standard Height, in amount of $39,866.00. Work could only be accomplished after other items of contract completed.

Respectfully submitted,

ROY L. HOUCK CONSTRUCTION COMPANY
Contractor

By John Lambie
JOHN Lambie

CONSENT OF SURETY

Date November 7, 19 77

We, PEERLESS INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

By Alice Dahlen
Alice Dahlen Attorney-in-fact
UPDEGRAFF-GARDNER INSURANCE, INC.
By Alice Dahlen
Resident Agent

(SEAL)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8427

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 7, 1977

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Thomas Creek-Brookings Section
Contract No. 8427
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Roy L. Houck Construction Company requests a complete time extension of 14 days because of work added by Price Agreement No. 3. This project covered overlay paving and some guardrail work on 8.04 miles of the Oregon Coast Highway. Some pertinent dates are:

Bids opened	8-26-76	
Contract sent	9-10	
Day count start	9-22	(250 calendar workdays allowed)
Site work started	6- 2-77	
Paving completed	7-14	(202 days counted)
Guardrail work started	7-25	
Original contract work substantially complete	8-12	(231 days counted
Project complete	9-14-77	(264 days counted; 14 days liquidated damages at $150 per day)

Price Agreement No. 3 is dated June 29, 1977 and added a significant amount of guardrail work. It was in the amount of $26,356 to raise 14,000 feet of existing guardrail and replace any damaged members. As actually performed, this work then substantially overran with 21,725 feet of existing guardrail actually raised to standard height and a total price agreement actual cost of $39,866. The contractor's scheduling of the work was quite satisfactory and you will note the original contract work was virtually completed well within the contract time allowed. Price Agreement No. 3 is the obvious reason for the overrun in time and the requested extension is justified.

This was a Primary Federal-aid project and the rail raising work under P.A. 3 was participating. The recommended extension can be granted participating, therefore, under delegated authority. A rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: Robert Church

8427

December 8, 1977

Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for a complete time extension of 14 days on Contract No. 8427 for work on Thomas Creek-Brookings Section on the Oregon Coast Highway in Curry County.

Careful consideration was given to the reason you submitted. In light of the available facts, a complete extension of 14 days is granted because of work added by Price Agreement No. 3.

Sincerely,

H. S. Coulter
State Highway Engineer

fr/ia

bc C. T. Kaasey
Alfred Shirley, Jr.
Robert Church
L. V. Blickenstaff
Richard Hacek

8427 8

March 20, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On March 16, 1978, we wrote to you concerning release of final payment on Contract No. 8427 awarded to Roy L. Houck Construction Co. for paving on the Thomas Creek-Brookings Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $3,424.22 and the total contract amount is $700,915.84. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

#8427

9

August 25, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

A post-final payment for $1,271.34 will be made to Roy L. Houck Construction Co. for paving on the Thomas Creek-Brookings Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $702,187.18 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
Alfred Shirley

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at rail-highway grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 b funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts [illegible] may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area or in a rural area.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber us[illegible]n connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ties.

FORM PR-47 (REV. 9-74)

GPO 881-120

State

8427-8
FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ☐ RURAL ☒
Oregon	Curry	RF-124(26)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED 1-31-77
20	FINAL CONSTRUCTION COST	DOL.	704,827		DATE COMPLETED 9-14-77
21	LENGTH OF PROJECT	MILES	8.040		TOTAL NO. BRIDGES 0

PART B *(To be completed by Contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 11,256	GROSS EARNINGS $172,126.00

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	353,482.00	
	9	PETROLEUM PRODUCTS	GAL.	60,320	
	1	CEMENT	BBL.	811	
CARD C	2	AGGREGATES PURCHASED	TON	35,108	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	464,713	
	4	LUMBER	M BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.	34	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	7,800	
	19	BRIDGE RAIL	LIN. FT.		
CARD	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		18	690
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD G 48 52 | 53 61 | 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 —732 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 10-13-78	REPORT MADE BY Vincent Tabor, Asst. Area Engineer		PROJECT NO. RF-124(26)
COMPLETION DATE 9-14-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-13-78	TIME ELAPSED 106 %	CONTRACT TIME 250 work days
APPROVED EXTENSIONS 12-8-77 (14 days)	LOCATION US 101, 0.5 miles south of Brookings NCL, North 8.04 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THOMAS CREEK-BROOKINGS SECTION (OREGON COAST HWY.)
Grading and Paving

The project provides for grading and high-type paving on a 38-foot wide roadway section, and the installation of guardrail and drainage revisions for safety.

Original overall costs were estimated at $803,188 and final costs at $768,694 for an underrun of approximately 4 percent.

Price adjustments for non-spec. A.C. have been computed in accordance with our March 1978 agreement.

The project was inspected and recommended for acceptance on 11-1-77.

RECEIVED
STATE HWY ENGR
OCT 23 '78
REFER TO
FOR
Info Inves R.O D.R Sign Att File

COPY SENT
OCT 20 1978
Washington

10-23
cy [illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by Vincent J. Tabor Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-20-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8427 Thomas Dr.-Brookings Sec. of 1976
Oregon Coast Hwy. N. of Brookings
(Grading & paving)

Form 1

Safety -230
Col. Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	Columbia County	Date	September 4, 1975 19
Highway	Columbia County Roads	Authorization No.	1
County	Columbia	Survey Prefix	205-1921 (Assigned by Salem office)

Description of termini, route, length, etc.:

SECTION 230 PROJECT

Columbia County Roads, Non-FAS roads

RECEIVED
COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey: Locate and mark stumps to be removed.

SRS-000S(43)

Estimate of cost:

~~Field (900) $3,800.00~~

Field	901	3,800
Plans	905	100
Spec's	921	100

4,000

Total estimated cost of survey $ ~~3,800.00~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Requests made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval: Victor D. Wolfe

Location ~~xxxxxxx~~ Engineer

Approved: Ed Hunter

Ass't State Highway Engineer

SP*53449-734

SEC. 230

OFFICE ENGINEERING SECTION
P. E. APPR. 10-28-75
FED. AID SRS STATE

8221

15

September 26, 1975

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5255

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering the Columbia County Road Stump Removal Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

COLUMBIA COUNTY STUMP REMOVAL PROJECT

PROJECT NO. SRS-000S(43)

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases.

(2) Removal of fixed objects (Stumps) from roadside area.

Right of Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 1.

Budget Bureau No. 41-R2067: Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 17, 1975

ATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ide	N/A	N/A	95	10	Oregon	41	148	43

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ions								SRS-	000S	(43)		

on 230) Safer Roads Demonstration Program

COUNTY NAME: Columbia
CODE: 009

ROUTE NO.: FEDERAL-AID: Non; STATE: Co. Rds.; U.S.: ——

PROGRAM STAGE: ☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Countywide	0.0	4,000	3,600		400 (Co.)	P.E. all phases; Removal of obstructions (Stumps) from roadside area.
	"Columbia Co. Stump Removal Project"	0.0	85,000	76,500		8,500 (Co.)	
	PROJECT TOTALS	0.0	89,000	80,100		8,900 (Co.)	

ATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Appr

U.S. DEP

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

October 17, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Countywide 21 65	ADT	PRESENT N/A	FUTURE N/A (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & Remove Obstructions 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) SRS- 14	NUMBER 000S 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 230) Safer Roads Demonstration Program		COUNTY NAME Columbia		CODE 009
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID Non (32)	STATE Co. Rds. (36)	U.S. (37) (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	Countywide	(54) (58)	(59) (66)	(67) (78)		
5					**PE**			0.0	4,000	3,600		400 (Co.)
5					**ROW**							
5					**CONST** (CODE) Y104		"Columbia Co. Stump Removal Project"	0.0	85,000	76,500		8,500 (Co.)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	89,000 (16) (23)	80,100 (24) (31)		8,900 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

PRO 6-2

October 17, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-000S(43)

We are submitting program data for one project, Item No. 43, Project No. SRS-000S(43), "Columbia Co. Stump Removal Project", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-aid Highway Act of 1973.

Enclosed is a list of off system roads for this project requiring stump removal from the roadside area.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $4,000 with obligation of Federal Funds of $3,600.

DRH:md

Enclosures

cc: Ed Hardt (Region I)

8426

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S[illegible]-000S(43)

STATE PROJECT NO. Columbia County Stump Removal

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. SRS-43

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-28-75	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER County Roads

GENERAL LOCATION:

Columbia Countywide

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $4000 Federal funds $3600
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10-28-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 17, 1975 letter you are authorized to proceed with the work as shown above.

DATE 10-28-75	SIGNATURE OF APPROVING OFFICIAL C R Burghardt for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

15

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	10-28-75
BY (Signature)	L. W. Rulien's October 17, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 230

~~STAGE 1~~ ITEM NOS. 43 THRU ____

~~STAGE 2~~ ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
43	SRS-000S(43)	0.0.	$89,000	$80,100	Columbia County State of Oregon	Preliminary engineering- Stump Removal Project

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
Rulien
FOR

REMARKS (Division)

I concur that this project qualifies for timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-28-75	C K Burghardt for G. L. Green, Division Administrator

** Program approval ~~and any authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

10-28-75

[illegible]

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 29, 1976

Salem, Oregon

FILE: ~~ENV 2-1~~

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTE

SUBJECT: Project Assessments

TO: L. W. Rulien
Project Management Engineer

The subject projects listed below have been assessed and evaluated for their potential impacts on the quality of the human environment:

Pacific Hwy. East at 10th St. (Oregon City) Sec., Pac. Hwy. E.

Isthmus Slough Drawbridge Sec., Coos Bay Hwy.

Beaverton-Hillsdale Hwy. at Scholls Hwy., and at Oleson Rd. Sec., Beaverton-Hillsdale Hwy.

Columbia Co. Stump Removal Project, Colubmia County

N.E. Union Ave.-N.E. 82nd Ave. Sec., Columbia River Hwy.

It has been determined that no new right-of-way will be required, and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:sz

cc: R. L. Schroeder ✓
R. N. Bothman
Ed Hardt
Al Shirley, Jr.
Geoffrey Kaiser
Craig Markham
Eb Engelmann

RECEIVED
MAR 30 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8426 15

SRS-000S(43)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. See below

COUNTY NAME Columbia

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. SRS-43

FROM:
Glen L. Green
Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
Rulien
FOR

Inf	Invs	R/D	D/R	S&S	A.I.	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-3-76	8-4-76	Non-Federal-aid

STATE ROUTE NUMBER County roads

GENERAL LOCATION:
"Columbia County stump removal."

GENERAL DESCRIPTION OF WORK:
Stump removal (Y104)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☑ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-2-76 letter, revised PS&E documents for the subject project are approved.

A signed Title sheet of the revised plans is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-76		Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 26, 1976

FROM: C. W. Head
Commission Services C.W.H.

SUBJECT: Columbia County Stump Removal Project

Seven bids were received today for the above project. This is the job in which the performance bond was not required. Of the seven bids received, only three were acceptable. The four unacceptable bids are described as follows:

1) Brandon Electrical Const., Inc., failed to complete the proposal bond and did not submit their prequalification application 10 days prior to the bid opening.

2) Odd-6-Corporation did not sign the proposal and the proposal bond was left blank.

3) Dirt and Aggregate Interchange, Inc., the proposal bond was not completed.

4) Hooper-Schwegler Ent., Inc., did not submit their prequalification application 10 days prior to the bid opening. Also proposal and proposal bond were blank.

Swenson did have in the Special Provisions on page 3 under 103.03 that a performance bond was not required on this project. It is possible that some of these bidders were confused between the proposal bond and the performance bond. Also it is the first time some of these contractors have submitted bids to us.

cc E. S. Hunter
R. L. Schroeder
Larry Rulien
C. Swenson
Jack Sollis

81-125-1387

Title #/230
Col. Co
9/22/75 Agree

August 31, 1976

Columbia County
Board of Commissioners
Courthouse
St. Helens, OR 97051

Attn: Honorable Fred Foshaug
Chairman

Gentlemen:

On August 26, 1976 a satisfactory bid was received from C.K. Moore, Rt.#1 Prairie Road, Boise Idaho 83702 for Columbia County stump removal on county roads, Project #SRS-000S(43). As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Preliminary Engineering	$ 5,093.00
Bid Items	37,680.00
4½% Contingencies	1,695.60
10% Engineering	3,768.00
ESTIMATED TOTAL COST	$48,236.60

County's Advance Deposit:
10% of $48,236.60 = $4,823.66 or say $4,800.00

Please make your check in the amount of $4,800.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, P.O. Box 02157, Portland Oregon 97202.

Very truly yours,

RHPrange
Robert H. Prange
Rural Engineer
County-City Unit

HR:dp
bc w/att: Jon Rose - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-236 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

8426

September 8, 1976

Willard Scofield
Resident Engineer

R. D. Church
Contracts Payments Engineer

Contract 8426
Columbia County Stump Removal Project

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, C. K. Moore & Son, the contractor for the project, is a "foreign contractor" and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:re

Enclosures

cc: C. T. Keasey
Edward Hardt (Region 1)
Dick Hacek

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final has been assembled and will be submitted the first of next week. Also waiting for contractor to send final forms 124-E and PR-47.

for
SIGNED P.F. Burnett LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COLUMBIA COUNTY STUMP [illegible]	WEEK ENDING: FEBRUARY 26, 1977	SECTION PREFIX: 205-1075
HIGHWAY: [illegible]	COUNTY: COL[illegible]	
NAME OF JOB: Columbia County [illegible] Project	KIND OF WORK: [illegible]	
CONTRACTOR: C.K. Moore & Son	CONTRACT NUMBER: 8426	FEDERAL AID PROJECT NUMBER: SRS-0008(43)
DATE OF CONTRACT: September [illegible]	DATE WORK STARTED: [illegible]	~~ESTIMATED~~ COMPLETION DATE: [illegible] 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 125	CALENDAR DAYS USED: 115
PROJECT AUTHORIZATION: $ [illegible]	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 92
EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING AUTHORIZATION: $ 3,768	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING COST TO DATE: $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: 1.6 %	PERCENT OF AUTHORIZATION: 1.7 %	DATE PROJECT WAS COMPLETED: January 17, 1977

[illegible] 3/1/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain Showers	0		
MONDAY	" "	0		
TUESDAY	" "	0		
WEDNESDAY	" "	0		
THURSDAY	" "	0		
FRIDAY	" "	0		
SATURDAY	" "	0		

RECEIVED
FEB 28 1977
CONSTRUCTION
SECTION
Roming
Keasey
Bond
Lackland
Harwood
Jensen
Walker
Richards
Glenn
Berg

G - File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 16, 1976

Federal-Aid Project
No. SRS-000S(43)

Columbia County Stump Removal Project
County Roads in Columbia County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 6,000.00
Type Code Y014 Removal of Obstructions			
Temporary Protection and Direction of Traffic	All Required		$ 600.00
Temporary Signs	150 Sq. ft.	4.00	600.00
Removal of Stumps	760 only	48.00	$36,480.00
	Subtotal		$37,680.00
	Engineering		3,768.00
	TOTAL		$41,448.00

Length of Project . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 6,000.00	$ 5,400.00	$ 600.00
Stump Removal	41,448.00	37,303.00	4,145.00
TOTALS	$47,448.00	$42,703.00	$4,745.00

Group 1 - 100 percent
Contract No. 8426
Prefix No. 205-1075
Prefix No. 205-1921 P.E.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8426 15

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-92	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-21-76	State Oregon County Columbia Project No. SRS-000S(43)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-28-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	0.0
OTHER *(Specify)*		

FUNDS 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,448	$ 42,703

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 21 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon, March 22, 1977

Federal-Aid Project
No. SRS-000S(43)

COLUMBIA COUNTY STUMP REMOVAL PROJECT COUNTY ROADS IN COLUMBIA COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code Y014
Removal of Obstructions

Temporary Protection and Direction of Traffic	All Required		600.00
Temporary Signs	37.5 Sq.Ft.	4.00	150.00
Removal of Stumps	818 Only	48.00	39,264.00
	Subtotal		40,014.00
	Engineering		5,386.00
	TOTAL		$45,400.00

Length of Project . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 6,000.00	$ 5,400.00	$ 600.00
Stump Removal	45,400.00	40,860.00	4,540.00
TOTALS	$51,400.00	$46,260.00	$5,140.00

Group 1 - 100%
Contract No. 8426
Prefix No. 205-1075
Prefix No. 205-1921 P.E.

[illegible] State 1

TO BE COMPLETED BY FHWA	J.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3 2[illegible]		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1		Project Number SRS-000S(43)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 21, 19 76 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 47,448	$ 51,400
Federal funds	$ 42,703	$ 46,260
Other revisions		

This modification is made for the following reasons: Increase in bid item quantities and construction Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

8426

p

April 11, 1977

C. K. Moore & Son
Rt. #1, Prairie Rd.
Boise, ID 83702

Gentlemen:

Contract No. 8426 awarded to you for the Columbia County Stump Removal Project was completed on January 17, 1977 and accepted by the State Highway Engineer on April 7, 1977.

The total contract amount is $39,918 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

4 4 6

☆U.S. GOVERNMENT PRINTING OFFICE [illegible] 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO032)

FINAL ACCEPTANCE REPORT

4

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 5/11/78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. SRS-000S(43)
COMPLETION DATE 1/17/77	ACCEPTANCE DATE BY CONTRACT AGENCY 4/7/77	TIME ELAPSED 92 %	CONTRACT TIME 125 CD
APPROVED EXTENSIONS None	LOCATION Various locations along the Columbia County Roads.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA COUNTY STUMP REMOVAL
76 COUNTY ROADS

This project provided for the removal of fixed objects (stumps) from the roadside area along various County roads. A contract in the amount of $37,680.000 was awarded C. K. Moore & Son on 9/14/76. Work began on 10/21/76 and was completed in reasonably close conformance with approved plans and specifications on 1/17/77 at a final cost of $46,414.00 or 7.6% above the original approved amount of $43,143.60. A total of 115 calendar days were used to complete the work as compared to the contract amount of 125 calendar days.

No formal final inspection was made of the completed work; however, the results were observed at various locations during other routine travel in the area dnd found to be acceptable.

5-18-78

STATE HWY ENGR
MAY 1 8 78
REFER TO
FOR
Info | Issues | R-D | D.A. | Sig | A.I. | File

COPY SENT
MAY 17 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/15/78	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

C & A 5455 9-26-75

8426 Columbia County Stump Removal 1976
Proj. on county roads
(Clearing)

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 1, 1975

TIP - MISC FAU's
PROJECTS
Tot. $294,000

Mr. Larry Rice, Executive Director
Columbia Region Association of Governments
527 S. [illegible] Hall Street
Portland, OR 97201

Dear Mr. Rice:

This acknowledges your September 26 letter advising that the CRAG Board has approved three signalization projects as follows:

1. Traffic signal at 96th and Washington in Multnomah County, $20,000.
2. Traffic signal at 99th and Halsey in Multnomah County, $30,000.
3. Traffic signal at Tenth and Main in Oregon City, $40,000.

These projects will be implemented immediately.

- Need project requests from sponsors

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc F. B. Klaboe
R. L. Schroeder (enc.)
R. N. Bothman "
L. W. Rulien "
L. E. George "
J. H. Versteeg "

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ DPE ☑ CE ☑ RE ☐ RPE ☐

PROJECT MANAG
ROUTING
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
& SCHEDULE
REMARKS:
OCT 2 1975

Form 81-734-3123

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 29, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
Pacific Highway East (McLoughlin
Boulevard) and Tenth Street
City of Oregon City

We have an agreement which has been executed by the City of Oregon City covering the installation of traffic signals at the intersection of Pacific Highway East (McLoughlin Boulevard) and Tenth Street in Oregon City.

The agreement provides that the State will perform all work on the project and will maintain the traffic signals after installation. Oregon City will pay all power costs after installation.

The total cost of the project is $50,000. Federal-aid Title II funds will cover $45,000 and the remaining $5,000 will come from State funds.

This matter will be on the agenda for your consideration at the meeting of February 24. Your approval of the agreement is recommended.

bc Cecil Head
George Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
E. L. Hardt
Jack Graham
Public Affairs

VLT:rj/ESH:ja dpy

PACIFIC HWY. EAST @ 10th ST. (OREGON CITY) SECTION

PROJECT NO. HHS-132(14)

Existing Facility: "T" type intersection with high-type surfacing and curbs.

Pacific Hwy. East (ORE 99E)--Four lanes two way with Southbound left-turn refuge lane.

10th St. (FAU 0315)--Four lane two way street "Ts" into Pacific Hwy. East.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Install multi-phase traffic signals and incidental work common to this type of project.

Right of Way: None required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

I M 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land-use or traffic-flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-3-2.1.

NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2057; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

October 28, 1975

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
at Jct. 10th St. (Oregon City)		22,200	28,400	95	10	Oregon	41	142	56

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) / NUMBER / SEQ. NO.	T. Projects Only: POST MI. / DESIG.
S								HHS- / 132 / (14)	

otion 209) High-Hazard Locations

COUNTY NAME: Clackamas — CODE: 005

PROGRAM STAGE: ☐ 1 OR XX 2

land

ROUTE NO.: FEDERAL-AID 26 — STATE 1E — U.S. ----

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
		SR 99E at Jct. 10th St. (Oregon City)	0.0	3,500	3,150	350		P.E. all phases; Install multi-phase traffic signal and incidental work common to this type of project.
ST		"Pacific Hwy. East @ 10th Street (Oregon City) Section"	0.0	45,000	40,500	4,500		ROW-150' min.; Access Control-partial Parking restriction-complete.
	PROJECT TOTALS		0.0	48,500	43,650	4,850		

DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; App

U.S. DEP

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.: October 28, 1975

CARD 2	REPORT NUMBER 1	PROJECT LOCATION *(45 typewriter spaces)* SR 99E at Jct. 10th St. (Oregon City)	ADT	PRESENT 22,200	FUTURE 28,400	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E. & Traffic Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS-	NUMBER 132

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations	COUNTY NAME Clackamas			CODE 005
	NAME OF URBAN AREA Portland	ROUTE NO.	FEDERAL-AID 26	STATE 1E	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1							SR 99E at Jct. 10th St. (Oregon City)					
5					**PE**			0.0	3,500	3,150	350	
5					**ROW**							
5					**CONST** (CODE) Y031		"Pacific Hwy. East @ 10th Street (Oregon City) Section"	0.0	45,000	40,500	4,500	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	48,500	43,650	4,850	
1	14	PROGRAM APPROVAL DATES					REMARKS	

October 28, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-132(14)

We are submitting program data for one project, Item No. 56, Project No. HHS-132(14), "Pacific Hwy. East @ 10th Street (Oregon City) Section" which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Enclosed are the Report of Signal Warrant Investigation, sketch map and traffic data for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-3-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $3,500 with Federal funds of $3,150.

DRH:md

Enclosure

cc: Ed Hardt (Region I)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-10-75

BY (Signature): L. W. Rulien's October 28, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

~~STATE~~ ITEM NOS. 56 THRU

~~XXXX~~ ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location — Work
56	HHS-132(14)	0.0	48,500	43,650	Pacific Highway East at 10th St. (Oregon City) Clackamas County State of Oregon — Preliminary Engineering and traffic signals.

NOV 17 '75

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-10-75	SIGNATURE AND TITLE C R Burghardt for G. L. Green, Division Administrator

** *Program approval ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-090

92-225 11-10-75 13

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. HHS-132(14)
	STATE PROJECT NO. Pacific Highway East at 10th St. (Oregon City)

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Clackamas
	ITEM NO. HHS-56	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE November 10, 1975	FEDERAL ROUTE NUMBER Primary Route 26 STATE ROUTE NUMBER Primary Route 1E

GENERAL LOCATION:
SR99E at Junction 10th St. (Oregon City)

NOV 17 '75
REFER TO
Rulie
FOR

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $3,500 - federal funds $3,150.
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 10, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 28, 1975 letter you are authorized to proceed with the work as shown above.

DATE 11-10-75	SIGNATURE OF APPROVING OFFICIAL CR Burghardt	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues:

Minor disruption of traffic during actual construction

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: None

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The area adjacent the project consist of commercially developed property and parking facilities. Existing drainage will be maintained. The area is flat with the exceptions of a gentle rise, easterly of project, to meet Railroad Crossing C-755.7

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use consists of commercial property. Utilities are located above and below ground in the project area. The project will not alter traffic volumes, but will improve movement thru project area. Air and noise pollution is expected to decrease somewhat.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way is required

Typical Section See attachment "A"

Structures None

Characteristics (ADT) 11,000 on 10th Street east of Main Street

9,411 on 10th between Main Street and U. S. 99E (1975 State count)

Other General Information (or Supplemental information to items)

Project fits well within requirements for Category III, non-major and non-significant

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing alignment will be utilized. No alternatives required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

3-31-76
cc: Potter

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 30, 1976

A. PROJECT IDENTIFICATION

Name of Project 10th Street and Main Street
(Section)

Location of Project 10th Street and Main Street
(Highway Name) (Highway No., US - ORE)

Oregon City (City) Clackamas (County) 1 (Region)

Program Federal Aid Urban (Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading existing traffic control, allowing smoother more efficient traffic control in conjunction with new signals at U.S. 99E and 10th Street.

Origin and History: Main Street and 10th Street have been major traffic carriers since the early days of Oregon City. A four-way flashing red light currently controls traffic and traffic backup of two blocks is a daily occurrence.

C. DESCRIPTION OF PROJECT

Length Intersection of 10th Street and Main Street

Termini

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 10, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: FAUS Project
10th at Main Street Traffic Signal
Oregon City

Here is a request from the City of Oregon City to install traffic signals at 10th and Main Street. This installation was originally proposed as part of a Title II project, which also included a signal at 99E and 10th Street. The 10th at Main portion along with the interconnect brought the total cost of the project too high for inclusion under Title II, so the less expensive installation at 10th and 99E was programmed. The City's attached proposal for this Urban System project points out the desirability of making both installations under one contract, and we understand that this is possible in spite of the fact that the money comes from two separate funds.

This project has CRAG approval as listed in the TIP under item 39 ("Miscellaneous Minor Projects"). Two copies of the request, the environmental assessment and the map are sent for your processing and a third is being retained at Region for review of the environmental assessment.

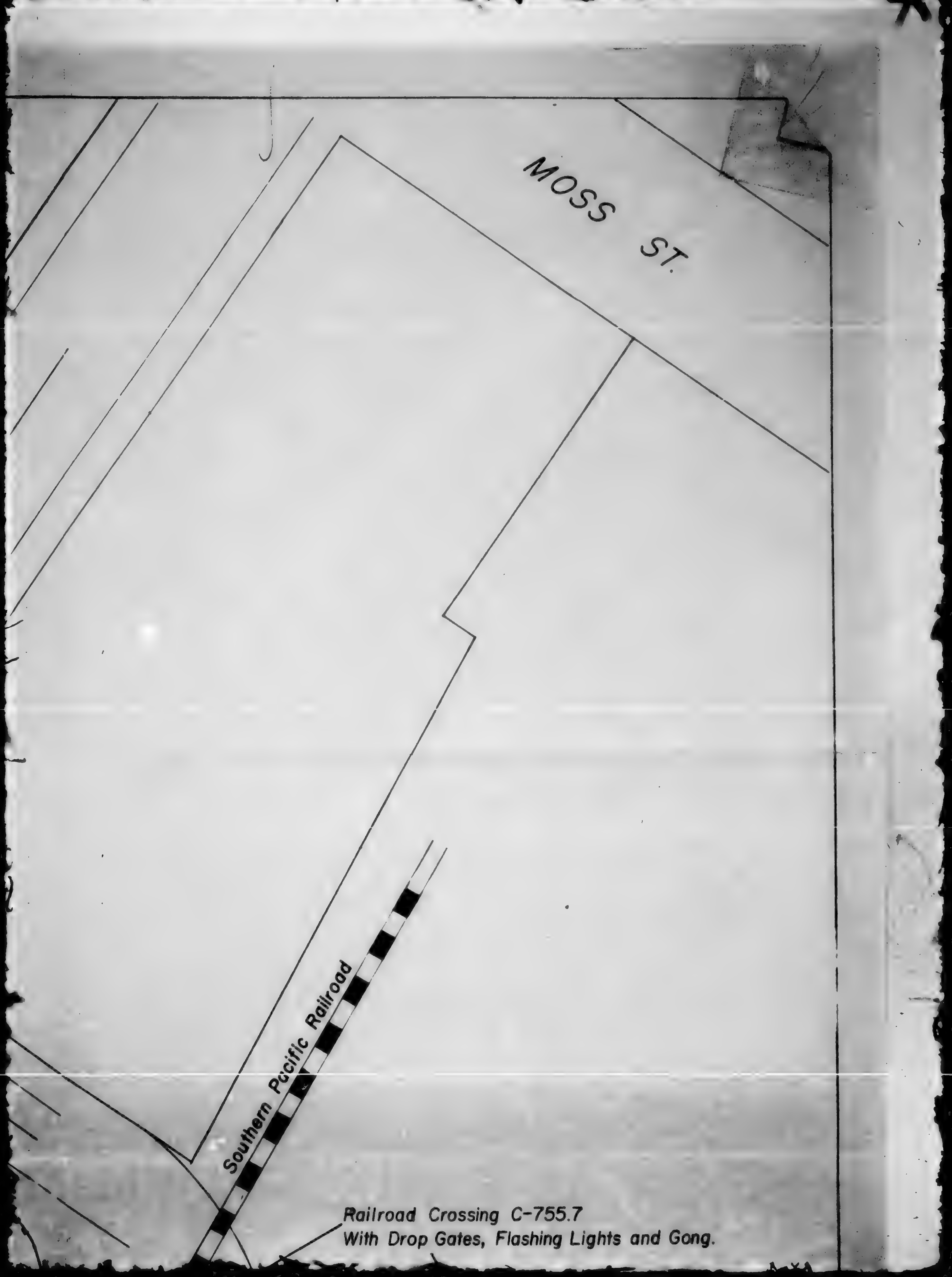
JR/lms
Attachment

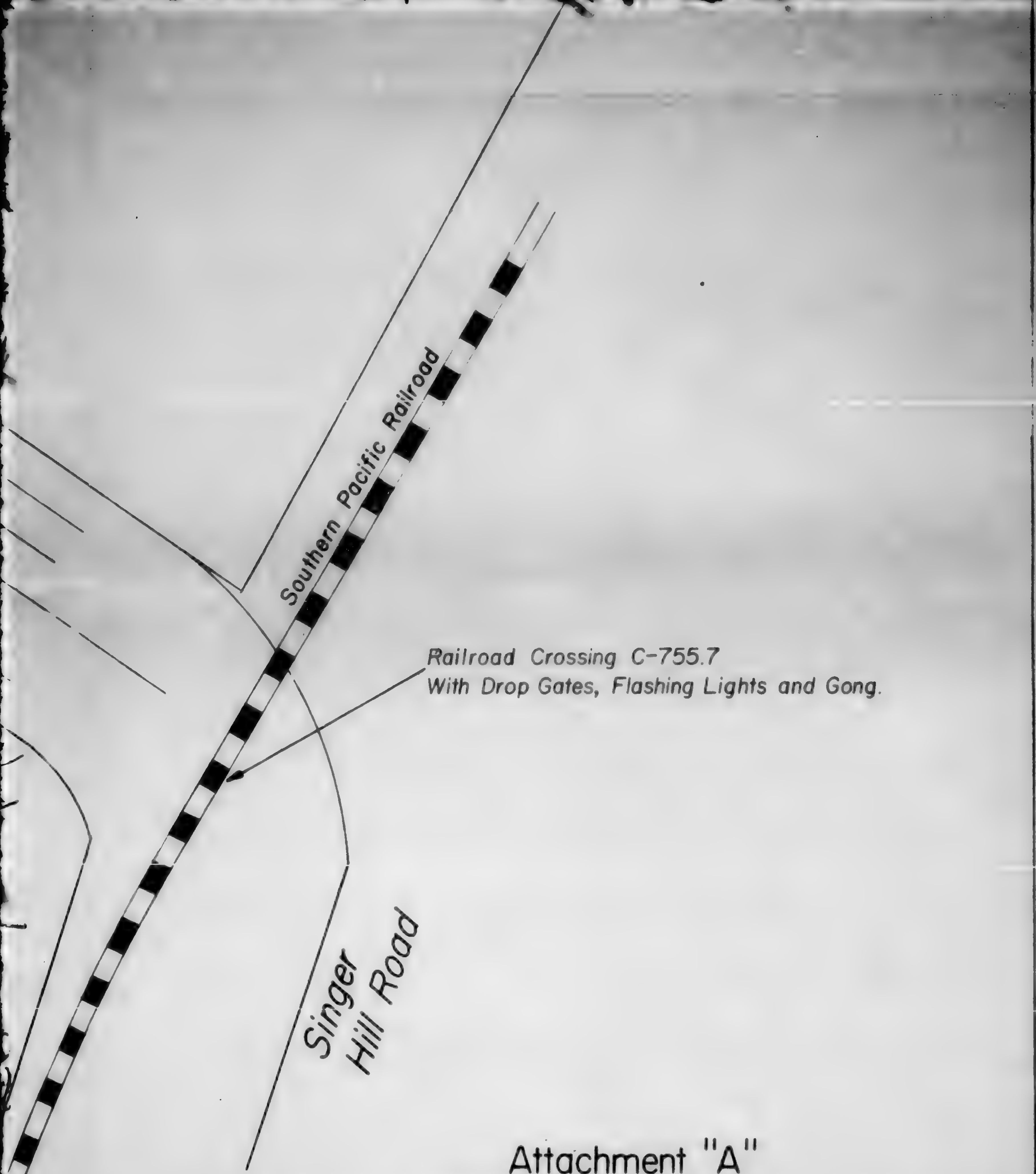
RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 11 '76
REFER TO: Unrein
A

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			


MOSS ST.
Southern Pacific Railroad
Railroad Crossing C-755.7
With Drop Gates, Flashing Lights and Gong.



Southern Pacific Railroad
Railroad Crossing C-755.7
With Drop Gates, Flashing Lights and Gong.
Singer
Hill Road

Attachment "A"

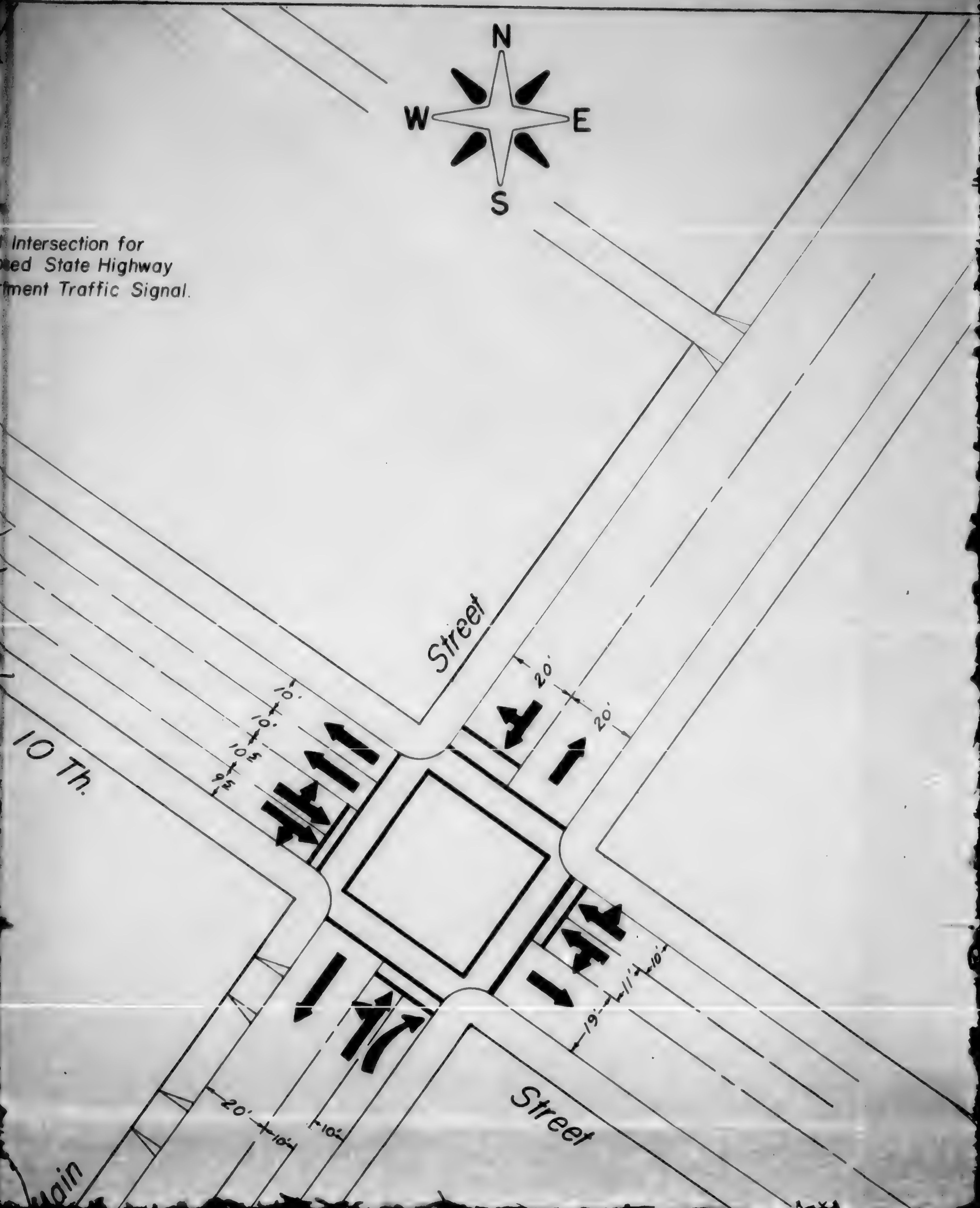
REVISIONS

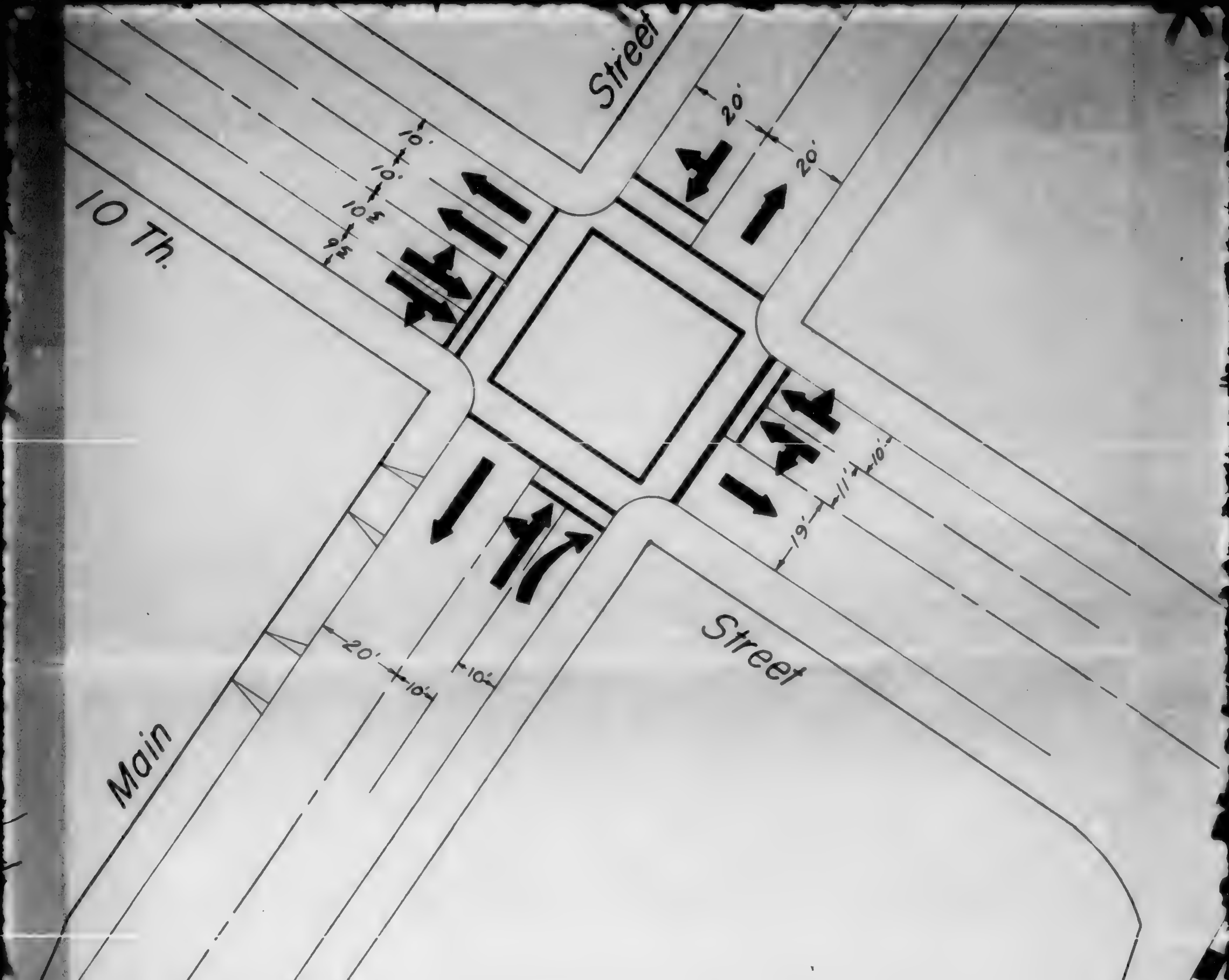
CITY OF OREGON CITY, OREGON

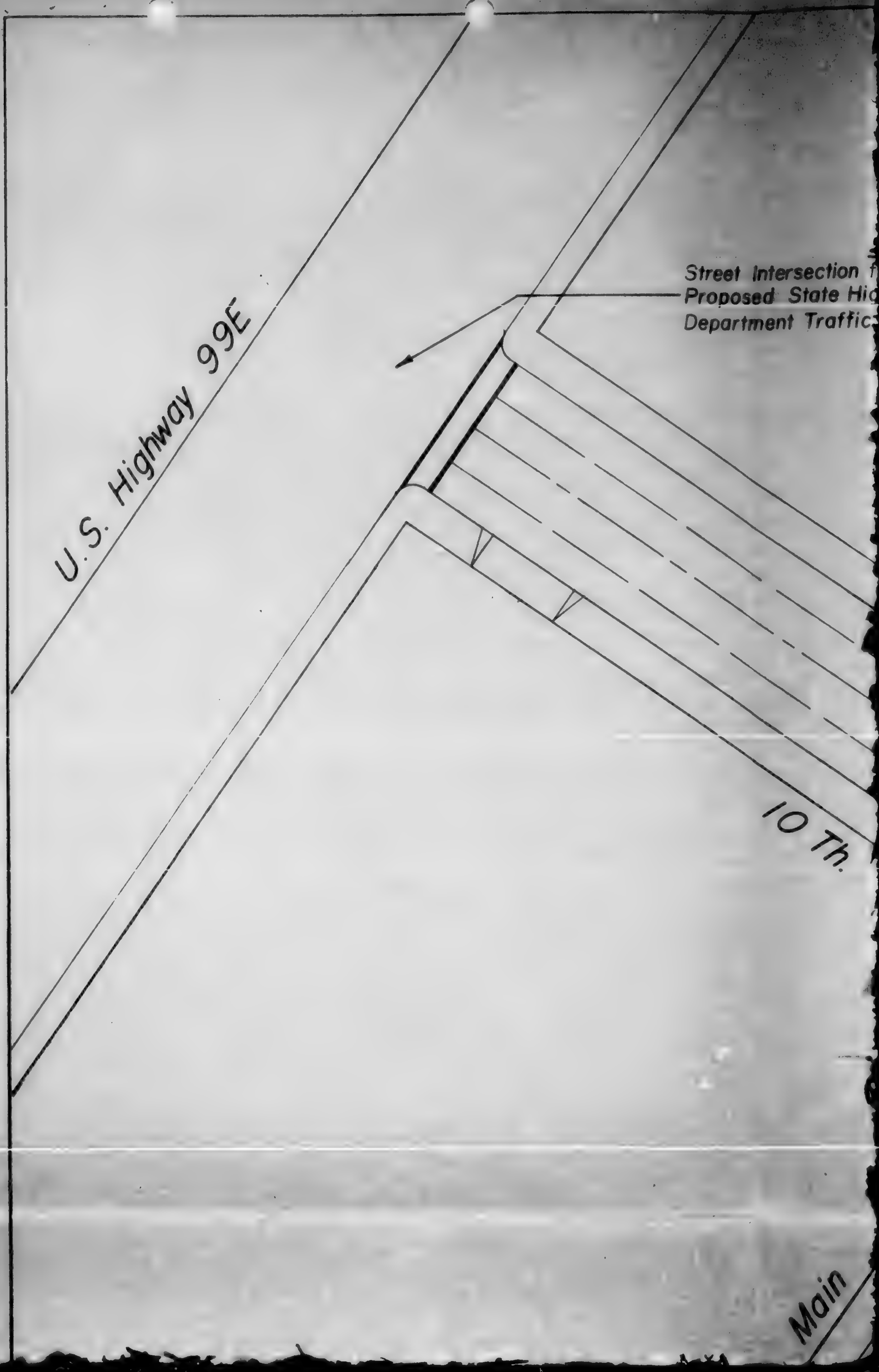
10 Th. and Main Streets Inters.

Scale: 1" = 30'
Date 1-30-76
Dr. By R. G. S.
Ck'd By
Drawing No.
1/1

Intersection for
osed State Highway
rtment Traffic Signal.


N
W
E
S
Street
10 Th.
Street
ain
20'
20'
10'
10'
10'
9½'
19'
11'
10'
20'
10'
10'


Street
10 Th.
10½
9½
Street
Main
REVISIONS


U.S. Highway 99E
Street Intersection f
Proposed State Hig
Department Traffic
10 Th.
Main

10 Th
Main
9 Th.
Street

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location ______

Type of existing crossing ______
Existing crossing protection ______

Name of Railroad ______
Number of tracks: Mainline ______ Siding ______ Total ______
Angle of Intersection ______
Sight distance: (Direction) ______ Distance ______
(Direction) ______ Distance ______
Number of Trains: Passenger ______ Speed ______
Freight ______ Speed ______

2. Will existing railroad crossing be altered? No

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Traffic flow must be maintained during course of construction

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 0.00	
Right-of-Way Costs (If participating)	0.00	
Traffic Control	0.00	42,000
Illumination	~~40,000.00~~	
Structures	0.00	
Railroad	~~0.00~~	100
Other ______	0.00	
Preliminary Engineering	~~0.00~~	3,900
PROJECT TOTAL	~~$40,000.00~~	46,000

FOOTNOTES: ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Oregon City
By ______
By ______
ALFRED SIMONSON, General Manager

______ County
By ______
By ______
By ______

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: 20,000 L. (400 W.) M.V. owned by City, on each corner of intersection

2. Proposed Illumination:

Location No additional illumination is proposed
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type

Size
To Remain in Place?

2. Proposed Structure:

Location DNA

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work None

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? No Explain All work to be accomplished in existing right-of-way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: 4-way flashing red intersection control beacon.

2. **Proposed Signalization:**

Location Intersection of 10th & Main Streets
Type Fully actuated - Solid State
Phases 2
Type of Suspension Mast arm
Interconnected to Pacific Highway
Other 99E and 10th Street signals

FOOTNOTES:

12/6/71

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 30, 1976

Applicant Agency City of Oregon City, Oregon

Federal Aid System Route No. FAUS 0315 Route Name 10th Street & Main Street

Project Name 10th and Main Streets

Project Length Intersection Project Location (Attached sketch map)

Project Description Install traffic signals at 10th & Main Streets interconnected with proposed State Highway traffic signal at Pacific Highway 99E and 10th Street. All within existing right-of-way.

Average Daily Traffic 11,000 Design Speed 20

Complete Applicable Sections:

NOTED
L.E. GEORGE

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) See attachment "A"

Width 60' Travel Lanes Shoulders 0

Medians 0 Parking 0

Sidewalks 10' on all sides

Other

2. Desired Roadway Cross Section: (Attach sketch) See attachment "A"

Width 60' Travel Lanes 10' Shoulders 0

Medians 0 Parking None

Curbed Yes Length Curb Radii

Sidewalk/Bikeway 10' on all sides

Other

FOOTNOTES:

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
FEB 18 1976
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

faus
Oregon City

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
February 20, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal
10th and Main Streets
Oregon City

TO: L. W. Rulien
Project Management Engineer

Attention: Gary E. Zehner
Urban Program Engineer
County-City Unit

The FAUS Project Request for the subject intersection has been reviewed and the following comments are offered.

1. There is an apparent typographical error on Page 4 whereby the $40,000 cost is shown for illumination instead of signals.

2. The possibility exists of backing vehicles across the railroad tracks and, therefore, it is deemed necessary to interconnect the signal with the track circuit for pre-emption operation.

   The cost for providing the railroad circuiting should be obtained from Jim Chidsey's office and be added to the estimate.

   3-1-76
   $100 from CHIDSEY

3. An additional $2,000 should be added to the signal estimate for pre-emption of the signal controller.

L E George
L. E. George
Traffic Engineer

WRZ:ds
Attachment

Gary

RECEIVED
COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 23 '76
REFER TO:
FOR
Info
Investigate
R/D
Action
File

84-5 15

February 25, 1976

City of Oregon City
P.O. Box 631
Oregon City, OR 97045

Attention: John A. Buel
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5597

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Pacific Highway East (McLoughlin Boulevard) and Tenth Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

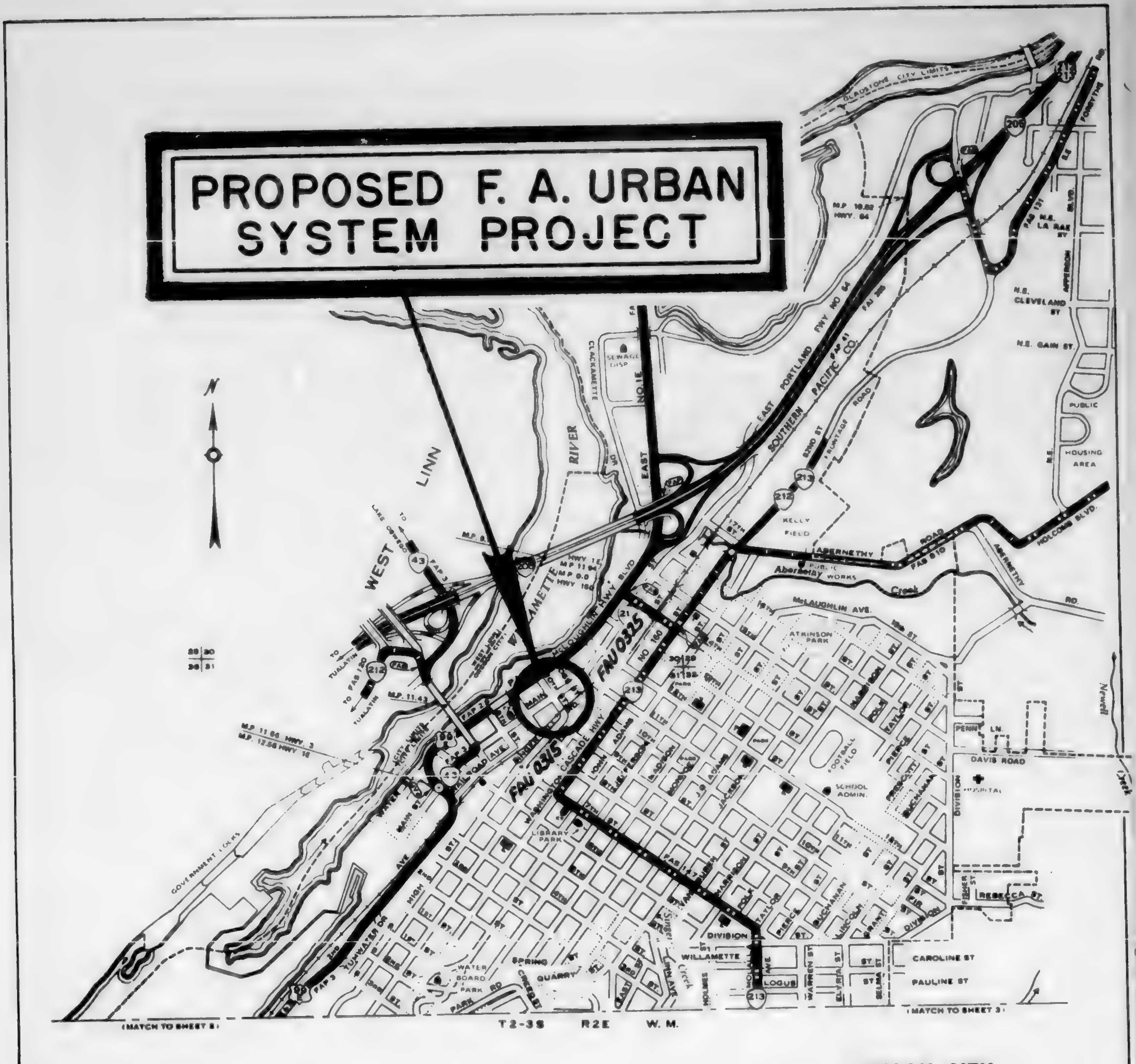
Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (conf. agree. att.)


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 0315
FAU 0325
WEST LINN
WILLAMETTE RIVER
CLACKAMETTE
EAST PORTLAND FWY NO 64
SOUTHERN PACIFIC CO.
MCLOUGHLIN HWY BLVD
WASHINGTON CASCADE HWY
ABERNETHY ROAD
HOLCOMB BLVD.
MCLAUGHLIN AVE.
ATKINSON PARK
FOOTBALL FIELD
SCHOOL ADMIN.
LIBRARY PARK
KELLY FIELD
PUBLIC HOUSING AREA
DAVIS ROAD
DIVISION
WILLAMETTE
CAROLINE ST
PAULINE ST
REBECCA ST
GOVERNMENT LOCKS
GLADSTONE CITY LIMITS
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
T2-3S R2E W. M.
OREGON CITY
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

CITY OF OREGON CITY
Proposed Urban System Project

10th St. (FAU 0315) at Main St.
Traffic Signals
$46,000

This project entails all the necessary work and costs to install traffic signals at the intersection of 10th St. and Main St.

Perform necessary engineering.

Provide signing and striping.

76-c
3/16/76

8425

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests and Project Cancellation

AGENDA
MAR 30 1976

Presented for your consideration at the March 30 meeting will be four requests for approval of Urban System projects and one request to cancel a previously approved Urban System project.

The City of Albany is requesting cancellation of the previously approved Queen Avenue improvement from Broadway Street to Pacific Boulevard.

A $127,000 project to improve pedestrian safety in the downtown shopping mall is the request from the City of Ontario.

Oregon City is requesting a $46,000 traffic signal project at the intersection of 10th Street and Main Street.

A $238,000 project to realign and improve S. W. Hailey Avenue is being requested by the City of Pendleton and Umatilla County.

The City of Portland is requesting a $120,000 preliminary engineering project to prepare final plans for construction of a four-lane structure and street widening on S. E. Holgate Boulevard.

Federal Urban System funds for these projects are estimated at $414,200 with the State providing approximately $58,400 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal-aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment

bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter
E. L. Hardt w/att.
C. O. Fredrickson w/att.
W. E. Schwartz w/att.
L. W. Rulien
D. N. Harwell
George Bell w/att.

GEZ:sch dpy

8425 15

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

FILE:

March 23, 1976

FROM: L. E. George
Traffic Engineer

TO: C. G. Swenson
Specifications Engineer

SUBJECT: Traffic Signal Installation
Pacific Hwy. East @ 10th St.
Oregon City
Clackamas County

We have applied to the Public Contract Review Board for an exemption to the specification of a specific brand controller on the above mentioned project. As of this date we have no word from the board. However, because the contract letting date requires advertising at an early date and anticipating approval, it will be necessary to proceed as follows:

1. In writing the ad, information on the controller equipment should be spelled-out as required by the Special Provisions i.e. Econolite D-7000 Coordination Unit and Econolite D-4000 three-phase fully actuated controller.

2. A copy of the ad should also be placed in either the Portland Oregonian or the Portland Journal to meet the intent of the Public Contract Review Board's ruling for advertising within the project area.

L. E. George
Traffic Engineer

WRZ:rj
cc: ✓Cecil Head
Harrison Brown
H. S. Coulter

NOTED
FRAN NEAVOLL

contracts to be covered. The description should include contemplated future purchases.

(b) The brand name, mark or product to be specified.

(c) The reasons the agency is seeking the exemption.

20.060 Conditions of Exemptions

The Board will grant exemptions if any of the following conditions are met:

(a) The exemption is not likely to encourage favoritism in public contracts or substantially diminish competition and will result in cost savings.

(b) There is only one manufacturer or seller of the product of the quality required, or efficient utilization of existing equipment or supplies requires acquisition of compatible equipment or supplies.

(c) The exemption is requested for the purchase of a particular product to be used in an experimental project.

OAR 127-30. SPECIFIC EXEMPTION PROCEDURE

30.010 Notice of Application

Upon receipt of an application for an exemption ruling under OAR 10.100 or OAR 20.040, the Chairperson of the Board shall cause a notice of intention to adopt a rule competitive products of its intention to accept applications for inclusion in its list of prequalified products. Notification shall include advertisement in a trade journal of state-wide distribution when possible. In lieu of advertising an agency may notify vendors and manufacturers appearing on the appropriate list maintained by the Department of General Services of the State of Oregon.

(b) The agency permits application for prequalification of similar products up to 15 days prior to advertisement for bids on the product.

(2) If an application for inclusion in a list of prequalified products is denied, or an existing prequalification revoked, the agency shall notify the applicant in writing. The applicant may appeal to the Board for a review of the denial or revocation in the same manner as an appeal of disqualification or denial provided in OAR 40.090.

20.050 Brand Name or Mark Exemption Applications

A public contracting agency may apply for and receive a brand name or mark exemption ruling from the Public Contract Review Board for current and contemplated future purchases. Applications shall be made by letter addressed to the Board containing the following information:

(a) A brief description of the contract or

The description shall also include the efforts taken by the public contracting agency to notify and invite proposals from competing vendors.

(3) If the public contracting agency intends to make several purchases of the product of a particular manufacturer or seller for a period not to exceed two years, it may so state in the notice required by paragraphs (b) and (2), and such statement shall be sufficient notice as to subsequent purchases.

(4) The Public Contract Review Board may review the notices required by paragraph (2) and direct the public contracting agency to cease and desist from such purchasing practices or impose such conditions on the practice as it determines advisable to comply with ORS 279.017. Such orders shall only be effective as to subsequent purchases.

20.040 Product Prequalification

(1) When it is impractical to create specific design or performance specifications for a type of product to be purchased, a public contracting agency may specify a list of approved products by reference to particular manufacturers or sellers in accordance with the following product prequalification procedure:

(a) The agency has made reasonable efforts to notify all known manufacturers or vendors of such as costs related to quali or conversion.

(b) Prior to awarding the contract, the public contracting agency has made reasonable effort to notify all known vendors of competing or comparable products of the intended specifications and invited such vendors to submit competing proposals. If the purchase does not exceed $~~2,500,~~ 5000 such notice and invitation may be informal. If the amount of the purchase exceeds ~~$2,500~~ 5000, such notice shall include advertisement in at least one newspaper of general circulation in the area where the contract is to be performed and shall be timely to allow competing vendors a reasonable opportunity to make proposals.

(2) If the amount of the purchase exceeds $~~2,500~~ 5000, and is not also pursuant to the data processing exemption, OAR 10.090. The public contracting agency shall by letter notify the Public Contract Review Board of the specification. Such notice shall include:

(a) A brief description of the proposed contract or contracts.

(b) A detailed description of the reasons why the product and/or seller was selected and any competing products and/or sellers that were rejected.

or implicitly require any product any particular manufacturer or seller except pursuant to an exemption under OAR 20.020 (copyrighted materials), 20.030 (single manufacturer or compatible products), 20.040 (prequalified products) or 20.050 (specific exemptions).

If there is no other practical method of specification, public contracting agencies may designate a particular brand name, make or product "or equal," but this practice should be avoided whenever practicable.

20.020 Copyrighted Materials

Public contracting agencies may specify a specific copyrighte product. This exemption does not include patented or trade mark goods.

20.030 Single Manufacturer or Compatible Products

(1) If there is only one manufacturer or seller of a product, of the quality required or if the efficient utilization of the existing equipment or supplies requires a compatible product of a particular manufacturer or seller, a public contracting agency may specify such particular product subject to the following conditions:

(a) The product is selected on the basis of the most competitive offer considering quality and cost. The term "cost" includes not only the product price but also other items of expense

Z1KBEJ

Contract Review Board for a ruling under OAR 30.010 through 30.040 exempting a particular contract or contracts from competitive bidding requirements of ORS 279.015 which are not otherwise exempted under these rules. The application shall be by letter addressed to the Board containing the following information:

(a) The nature of the project;

(b) Estimated cost of the project;

(c) A narrative description of the cost savings anticipated by the exemption from competitive bidding and the reasons competitive bidding would be inappropriate;

(d) Proposed alternative contracting and purchasing practices to be employed; and

(e) The estimated date by which it would be necessary to let the contract.

(2) The Board may require such additional information as it deems necessary to determine whether a specific contract is to be exempt from competitive bidding.

OAR 127-20. BRAND NAMES OR MARKS

20.010 Specification of Particular Brand Names or Products

Specifications for public contracts shall not expressly

Tape 6b - 12

661.48 Traffic Signal Controller Testing Procedure - All required equipment, including wiring diagrams, shall arrive in one shipment. Partial shipment will not be accepted and will be returned to the contractor.

When equipment is rejected, items rejected will be returned freight collect to the contractor or may be picked up by the contractor within 10 days after notification. New equipment of a different serial number must then be resubmitted for testing. Rejected equipment shall not be used on signal projects within the State of Oregon.

The contractor shall pick up successfully tested equipment within two weeks of notification.

(a-3) Testing procedure - Delete paragraph reference to analog timing.

661.51 Interconnect Equipment - The local coordination unit shall be an Econolite D 7000 and the third phase full-actuated controller shall be an Econolite D-4000.

661.49 Railroad Interconnect:

(a) General - The preemption device may be a separate piece of equipment from the normal traffic signal controller.

The contractor should note the railroad pre-emption sequence chart shown on the plans or in the special provisions. The controller shall not answer a call on another phase when pre-empted in the yellow clearance interval. This may be accomplished by use of a short "All-Red" interval not to exceed 1/4 second.

Chapter 771 Ore. Laws 1975

SECTION 4. (1) Specifications for public contracts shall not expressly or implicitly require any product by any brand name or mark, nor the product of any particular manufacturer or seller unless the product is exempt under subsection (2) of this section.

(2) The board may exempt certain products or classes of products from subsection (1) of this section upon any of the following findings:

(a) It is unlikely that such exemption will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts,

(b) The specification of a product by brand name or mark, or the product of a particular manufacturer or seller, would result in substantial cost savings to the public agency,

(c) There is only one manufacturer or seller of the product of the quality required, or

(d) Efficient utilization of existing equipment or supplies requires the acquisition of compatible equipment or supplies.

COPY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 11, 1976

FILE:

NOTED

FROM: L. E. George
Traffic Engineer

SUBJECT: Specification of Brand Name
Signal Controller

TO: Jack Sollis
Assistant Attorney General
and Assistant Counsel

RECEIVED
MAR 15 1976
LEGAL

Attached hereto are copies of Special Provisions for a particular signal project to be let to contract April 29, 1976.

The reference to the controls by brand name was based on Chapter 771 Oregon Laws 1975, Section 4 (d), a copy of which is attached.

The new signal is an extension of an existing traffic adjusted system consisting of four intersections. We have recently completed a replacement of two intersection controllers within the system because of trouble with compatibility between two types of control equipment.

Subsequent to the Chapter 771 copy we received a Contract Review Board Ruling that appears to impose some restrictions on what we may do and what is required to comply with the law.

Would you please review and advise us of what steps we must take to comply with the intent of the law and the Review Board ruling.

L E George
L. E. George
Traffic Engineer

WRZ:pw
cc: C. Swenson

NOTED
R.D. TRYGSTAD

DEPARTMENT OF JUSTICE

Memorandum

TO: L. E. George
Traffic Engineer

DATE: March 18, 1976

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Specification of Brand Name Signal Controller

In reply to your memo of March 11, 1976, please be advised that you will be required to follow the provisions of OAR 20.030 in requiring specific interconnect equipment in the specifications. The provisions of 20.030 indicate the procedure you will have to follow if the cost of the particular item exceeds $5,000. This amount is different from the copy of regulations you have as they have been recently changed. You would have put that information in the ad when the contract goes out to bids so that all known vendors would be advised of this specific requirement. In addition you would have to send the description to the PCRB of the contract requirements and the reasons why you are using this particular product. If you have any further questions on these I will be most happy to answer them.

JLS:clh
attachments

NOTED
L.E. GEORGE

RECEIVED
MAR 18 1976
TRAFFIC ENGINEERING

NOTED
W.R. ZIRBES

8 [illegible]

75

WRZ:ds HSC:ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
Jack Sollis
C. T. Keasey

March 29, 1976

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

The State Highway Division has scheduled a traffic signal project for the contract bid opening on April 29 in which we feel that certain control equipment requirements necessitate us to specify a particular product. We are asking specifically for exemption under OAR 127-20.050 based on the following reasons:

1. The traffic signal to be installed at the Pacific Highway East and 10th Street in Oregon City is to be a part of and operate in conjunction with an existing traffic adjusted coordinated system consisting of five signals.

2. This agency was recently required to replace two controllers within this same system, at an estimated cost of $25,000, because of problems due to the interface equipment necessary to make the units of the two manufacturers compatible. Replacement of the controllers has eliminated these maintenance problems.

We propose advertising the project, with brand names listed, in the Daily Journal of Commerce to receive wide industry circulation.

There is a possibility that the system should be extended in the near future and we would, therefore, ask that this exemption include an extended period, not to exceed two years, for additions to this coordinated signal system.

It is believed that the above fulfills the intent of the law and would reflect proper expenditure of public funds. Your approval is respectfully requested.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

Region 1 - Milwaukie
February 10, 1976

JON ROSE
Region Federal Aid Engineer

DICK UNREIN
Urban Engineer

FAUS Project
10th at Main Street Traffic
Signal
Oregon City

Here is a request from the City of Oregon City to install traffic signals at 10th and Main Street. This installation was originally proposed as part of a Title II project, which also included a signal at 99E and 10th Street. The 10th at Main portion along with the interconnect brought the total cost of the project too high for inclusion under Title II, so the less expensive installation at 10th and 99E was programmed. The City's attached proposal for this Urban System project points out the desirability of making both installations under one contract, and we understand that this is possible in spite of the fact that the money comes from two separate funds.

This project has CRAG approval as listed in the TIP under item 39 ("Miscellaneous Minc. Projects"). Two copies of the request, the environmental assessment and the map are sent for your processing and a third is being retained at Region for review of the environmental assessment.

JR/lms
Attachment

Oregon City
FAUS & Safety

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4

Region 1 - Milwaukie
March 29 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: TRAFFIC SIGNAL INSTALLATION
Pacific Highway East at 10th Street and 10th Street at Main Street
City of Oregon City

This is to clarify the Region's position on incorporating the two subject signal projects into one contract. On February 10th we submitted a request ~~to~~ from the City of Oregon City along with a transmittal letter, a copy of which is attached. The Region would recommend that the two projects, one under Title II funding and one under FAUS funding be incorporated into a single contract. The design for the 10th and McLoughlin project is nearly complete and we would recommend that it be withdrawn from the letting schedule so that it and the 10th and Main FAU project be let as one contract, perhaps at the August letting.

JR/lms
Attachment
cc: Bud George
Ben Gifford
D. E. Swan
C. B. Swanson

RECEIVED
COUNTY & CITY SECTION
MAR 30 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ RE ● UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR 30 '76
REFER TO: [illegible]
Info ✓
Investigate

8425

NOTED
H. S. COULTER

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-6368

ROBERT W. STRAUB
GOVERNOR

LEE JOHNSON
Attorney General
Chairman

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

BILL STEVENSON
Labor Commissioner

LLOYD BABLER, JR.
JERRY CHRISTEAN
HARRY D. CULP
THRESE ENGELMANN
JOHN W. OSBURN

April 8, 1976

Mr. H. S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

In reply to your letter of March 29 requesting a specific exemption under OAR 127-20.050 for the traffic signals to be installed on the Pacific Highway, it would appear that the product that you are designating by brand name is required because "existing equipment or supplies requires a compatible product of a particular manufacturer or seller". Accordingly, we would assume you are in a position to comply with OAR 20.030. You can regard your letter of March 29, 1976, as a sufficient report as required under subsection (1)(b) of that rule.

Sincerely,

LEE JOHNSON
Attorney General

LJ/am

RECEIVED
APR 1 1976
Office of
Assistant State Highway Engineer

4-15-76 [illegible]

ST. (OREGON CITY) SECTION

M-0315(1)

ic controlled intersection by four way

- High type surface 60-foot in width &

- High type surface 60-foot in width &

as above.

sed work is as follows:

eliminary engineering including preliminary
utility and railroad forces.

hase traffic signal interconnected to
c Hwy. @ 10th St., possible interconnect
ignal, and incidental work common to this
.

onal required.

Water Development, Railroads, Recreational
one involved.

Exempt from State Clearinghouse and Dist. 2
w under working agreements.

Nonmajor action project concurred in by
5.

nning (PPM 50-9): Not applicable as the
in an alternation of land use or traffic
require a significant change in planning

Not applicable under "Timesaving Procedures"
1.

is in Congressional District No. 2.

is in No. 39 on the Portland Urban Area TIP

(3) The work under this project is to be accomplished under the same contract as Project No. HHS-132(14). The overall contract will be known as "10th St. at Pacific Hwy. and Main St. (Oregon City) Section".

10TH ST. @ MAIN ST. (OREGON CITY) SECTION

PROJECT NO. M-0315(1)

Existing Facility: Traffic controlled intersection by four way flashing red beacon.

10th Street (FAU 0315) - - High type surface 60-foot in width & curbed.

Main Street - - - - - - - High type surface 60-foot in width & corbed.

Adjacent Sections: Same as above.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering including preliminary engineering by utility and railroad forces.
2. Install multi-phase traffic signal interconnected to signal at Pacific Hwy. @ 10th St., possible interconnect with railroad signal, and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Water Development, Railroads, Recreational and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Dist. 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alternation of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: (1) This project is in Congressional District No. 2.

(2) This project is in No. 39 on the Portland Urban Area TIP list.

(3) The work under this project is to be a
the same contract as Project No. HHS-
contract will be known as "10th St. a
Main St. (Oregon City) Section".

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 9, 1976

ATION (45 typewriter spaces) 10th St @ Main St (Oregon City)	ADT	PRESENT 11,000	FUTURE 20,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W 36	ITEM NO. 72

ypewriter nal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0315	SEQ. NO. (1)

I. Projects Only: POST MI. | DESIG.

Urban System

Portland

COUNTY NAME: Clackamas CODE: 005

ROUTE NO. U | FEDERAL-AID: 0315 | STATE: City St. | U.S.: --

PROGRAM STAGE: ☐ 1 OR ☐ xx 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.0	2,000	1,550	225	225 (City)	
T	"10th St. at Main St. (Oregon City) Section"	0.0	42,000	32,800	4,600	4,600 (City)	ROW - 60' normal access control-partial; Parking Restrictions-complete.
DRH	PROJECT TOTALS	0.0	44,000	34,350	4,825	4,825 (City)	

REMARKS

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ CORR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ SE ☐ RE ☐ RPE ☐

DATES
APR 15 1976
FHWA OREGON DIVISION

-OVER-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. April 9, 1976

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 City St, 10th St @ Main St (Oregon City)	ADT	PRESENT 11,000	FUTURE (66) (70) 20,000	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E. & Traffic Signal	NAT'L. FOREST (63) (65)	FH ROUTE NO. (60) (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 M-	NUMBER 7 0315

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Clackamas				CODE 005
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 0315	STATE (32) City St.	(36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	11	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**			0.0	2,000	1,550	225	225 (City)
5					**ROW**							
5					**CONST** (CODE) TOPICS (Safety) Y031		"10th St. at Main St. (Oregon City) Section"	0.0	42,000	32,800	4,600	4,600 (City)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	44,000	34,350	4,825	4,825 (City)
1	14	PROGRAM APPROVAL DATES APR 15 1976 FHWA OREGON DIVISION			(16) (23)	(24) (33)	REMARKS	

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ US
☐ UPE ☒ SE ☐ DE ☐ RPE ☐

8-2-5

15

PRO 6-2

April 9, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0315(1)

We are submitting program data for one Urban System project, Item No. 72, Project No. M-0315(1), "10th St. at Main St. (Oregon City) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed is one copy of the Federal Aid Urban System Project Request.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $2,000 with obligation of Federal funds of $1,350.

DRH:rs
cc: Ed Hardt (Region 1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/15/76

BY (Signature): L. W. Rulien's 4/9/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______		STAGE 2 ITEM NOS. ______ THRU ______			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
72	M-0315(1)	0.0	44,000	34,350	**Location** 10th Street at Main Street (Oregon City) Section Clackamas County State of Oregon **Work** Preliminary Engineering and traffic signals.

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

REMARKS (Division)

I concur that this project qualified for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4/15/76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-[illegible]
(Rev. 8-71)

GPO 913-890

8425 13

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -0315(1)

STATE PROJECT NO. 10th St at Main

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-72

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
FOR

Info	Inves	R/M	D/R	Sgn	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/15/76

FEDERAL ROUTE NUMBER FAU 0315

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

10th Street at Main Street (Oregon City) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $2,000, Federal funds $1,500.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/15/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/9/76 letter you are authorized to proceed with the work as shown above.

DATE 4/15/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-871-885

FAUS

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 10th St @ Main St. (Oregon City) Date April 21, 1976, 19

Highway City Street Authorization No. 1

County Clackamas Survey Prefix 303-1926 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
APR 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey: Prepare Plans & Specifications for Signal installation

Estimate of cost:

Field	901	100	
Plans	905	200	
Traffic	911	500	M-0315(1)
Project Mgt	920	50	4/15/76
~~Specifications~~	~~921~~	~~150~~	

Total estimated cost of survey	$1000.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P.L. Carstensen Field Engineer
Costs & Records Engr.

Recommended for Approval:

Regional Engineer

Recommended for Approval: W. H. Lebeau
Location Engineer

Approved: E. S. Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION ; N GIFFORD
P. E. APPR.
FED. AID FAUS STATE

8 2.5

13

May 26, 1976

City of Oregon City
City Hall
Oregon City, OR 97045

Attention: **John A. Buol**
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5657

Gentlemen:

Attached for your files is a fully executed copy of a FAUS Project Agreement covering the installation of traffic control signals at the intersection of 10th Street and Main Street in Oregon City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

RECEIVED
COUNTY & CITY SECTION
AUG 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ SOE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐ ENV

OE [✓ RE] RME [✓ RCE] FAE
RECEIVED
RSM
UE
AUG 11 1976
RSC
REGION I
RBI
LOC

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-0315(1)
Project Name 10th Street (FAU 9607) at Main Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 4th day of August, 1976

City of Oregon City

Glenn D Parrott
GLENN D. PARROTT Mayor

John A Buol
JOHN A. BUOL City Recorder

8-18-76
Copies to: J. R. Oakes
D. E. Swan
C. T. Keasey
J. Chidsey
H

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

8-2-2

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-0315(1) & HHS-132(14)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: M-72 & HHS-56

FROM:
G. L. Green
Division Administrator

TO:
Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO Rulien
FOR
Info | Inves | R&D | D.R | Sign | Act | File

DATE PS&E APPROVED 8-4-76	DATE AUTHORIZATION EFFECTIVE 8-4-76	FEDERAL ROUTE NUMBER FAU 0315 & Primary #26 STATE ROUTE NUMBER City Street and Primary # 1-E

GENERAL LOCATION:
"10th St at Pacific Hwy East & Main st (Oregon City) section"

GENERAL DESCRIPTION OF WORK:
Install Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Permanent Signing (SF) $400.
Permanent Striping (SF) $400.
Wire connect at 14th st. (SF) $200
Intertie with R/R sig (FW) $500.
Remove & Reconstruct curb & surfacing (FW) $1,000.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of 11-10-75 & 4-15-76 approved these projects for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject have been reviewed and are approved at a total estimated cost of $79,391. - federal funds $66,999.

A signed copy of the Title sheet is returned herewith.

DATE 8-16-76	SIGNATURE OF APPROVING OFFICIAL Malach	TITLE Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-[illegible]

FAU

bc w/att: Jon Rose - Upon receipt of ~~County's~~ City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-241 and submit to Finance Branch.

September 7, 1976

Mr. William C. Parrish
City Engineer
City Hall
Oregon City, OR 97045

Dear Mr. Parrish:

On August 26, 1976 a satisfactory bid was received from Tice Electric Company, 2139 S.E. Belmont Street Portland 97214 for the installation of a traffic signal on 10th Street at ~~Pacific Highway East and~~ Main Street Section, FAU 9607. As per the agreement between State and City, the following advance deposit is required from the City prior to awarding of a contract:

on 10th Street

	Pacific Hwy E. (State)	Main Street (City)
	HHS-132(14)	M-0315(1)
Bid Items	$38,274.08	$35,129.92
RR Costs (Intertie Signals)	250.00	250.00
Permanent Signing	200.00	200.00
Pavement Striping	200.00	200.00
Signal Control Testing	750.00	750.00
Curb Work	500.00	500.00
Wire Interconnect at 14th	100.00	100.00
4½% Contingencies	1,812.33	1,670.85
10% Engineering	4,027.40	3,712.99
ESTIMATED TOTAL COST	$46,113.81	$42,513.76

City's Advance Deposit:
~~10% of $46,113.81 = $4,611.38~~
7% of $42,513.76 = $2,975.96 — or say ~~$7,600.00~~ $3,000.00

Please make your check in the amount of ~~$7,600.00~~ 3000.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, P.O. Box 02157, Portland 97202.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-68)
SP•F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Oregon City
City Hall
Oregon City, OR 97045

Attention of Mr. Alfred Simonson
City Manager

Request No. (assigned by staff engineer or head of division) cc 1636

Date September 30, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $3,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the installation of traffic control signals at 10th and Main Streets in Oregon City Covered by agreement dated 5/25/76		2,000.00
		To be retained		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 3,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1062-~~297~~ 295

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field [illegible]

Length of Roadway - - - - - - - - - - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 2,000.00	$ 1,714.00	$ 143.00	$ 143.00
Traffic Signal	39,632.00	33,980.00	2,826.00	2,826.00
Total	$41,632.00	$35,694.00	$ 2,969.00	$ 2,969.00

Group 2	47%
Contract No.	8425
Prefix No.	303-1062
Prefix No.	P.E. 303-1926

G-file
✓

Oregon State Highway Division
Salem, Oregon, September 13, 1976

Federal-Aid Project
No. M-0315(1)

10th St. at Main St. (Oregon City) Section
FAU 0315 City Street
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required (45%)		$ 720.00
Temporary Signs	80 sq.ft.	5.00	400.00
Flagmen	20 hour	15.00	300.00
Traffic Signal Installation, Complete	All Required (48%)		33,709.92
			$35,129.92

Anticipated Items

Intertie to Railroad Signals (E.W.)	All Required	$ 500.00
Permanent Signing (S.F.)	All Required (50%)	200.00
Permanent Striping (S.F.)	All Required (50%)	200.00
		$ 900.00

Subtotal	$36,029.92
Signal Controller Testing (50%)	750.00
Engineering	2,852.08
Total	$39,632.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8-25 State copy 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. M-0315(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 10th St. @ Main St. (Oregon City)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-15-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 85.74%

ESTIMATED TOTAL COST OF PROJECT $ 41,632	FEDERAL FUNDS $ 35,694

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator OCT 13 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon May 19, 1976

Federal Aid Project
No. HHS-132(14)

Pacific Highway E. at 10th St. (Oregon City)

Pacific Hwy. East in Clackamas County

Project Agreement Estimate.
Type Code P.E.

Preliminary Engineering	All Required	$7,500.00

Length of Project - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 7,500.00	$ 6,750.00	$ 750.00
Retain In Program			
Traffic Signal (Contract)	45,000.00	40,500.00	4,500.00
TOTAL	$52,500.00	$47,250.00	$ 5,250.00

Group 1	100%
Prefix	3-1910

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

5-222

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

[illegible]

State: Oregon

County: Clackamas

Project No.: HHS-132(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E at Jct. 10th St. (Oregon City)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-10-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,500	$ 6,750

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

G-file

Oregon State Highway Division
Salem, Oregon September 13, 1976

Federal Aid Project ✓
No. HHS-132(14)

Pacific Highway East @ 10th Street (Oregon City) Section
Pacific Highway East
Clackamas County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$ 8,500.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required (55%)		$ 880.00
Temporary Signs	55 Sq.Ft.	5.00	275.00
Flagmen	40 Hr.	15.00	600.00
Traffic Signal Installation, Complete	All Required (52%)		36,519.08
			$ 38,274.08

Anticipated Items

Permanent Signing (SF)	All Required (50%)	$ 200.00
Permanent Striping (SF)	All Required (50%)	200.00
Remove & Reconstruct Curb & Surfacing (EW)	All Required	1,000.00
Wire Interconnect @ 14th (SF)	All Required	200.00
		$ 1,600.00
	Subtotal	$ 39,874.08
	Signal Controller Testing (50%)	750.00
	Engineering	3,236.92
		$ 43,861.00

Length of Roadway - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,500.00	$ 7,650.00	$ 850.00
Traffic Signals	43,861.00	39,474.00	4,387.00
Total	$52,361.00	$47,124.00	$ 5,237.00

Group 1-53%
Contract No. 8425
Prefix No. 303-1062
Prefix P.E. 3-1910

8425 95

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	10-13-76	Project Number HHS-132(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 10, 19 75 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,500	$ 52,361
Federal funds	$ 6,750	$ 47,124
Other revisions		

This modification is made for the following reasons:

award of contract and increase of preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting/Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Reimbursement for work performed on and subsequent to October 28, 1976 will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

bc: G. L. Green-w/copy sig. pg.
C. W. Head
R. L. Schroeder
L. W. Rulien
C. T. Keasey
J. L. Sollis
Robert Church-w/2 copies Agmt.
V. E. Skoog-w/copy Agmt.
Cliff Laux-w/oopy Agmt.
E. L. Hardt-w/copy Agmt.
Clair Kuiper-w/copy Agmt. NOTE: Please have an Order for State Force work prepared and submitted for this work.

ROW 18-2

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1976

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Supplemental Signalization Agmt.
Crossing No. C-755.70
10th Street-Pacific Hwy. E. &
Main St. (Oregon City) Sec.
City Streets
Clackamas County
ODOT Agreement No. RR 761

Dear Sir:

Enclosed are the duplicate original counterparts of the Supplemental Agreement between the Southern Pacific Trans. Co. and the Oregon Department of Transportation, Highway Division, calling for the interconnection of the traffic signals at 10th and Main St. in the City of Oregon City with the grade crossing protection devices at Crossing No. C-755.70, 10th St. and Singer Hill Rd. at SP mainline. This Agreement was submitted to me with your letter of September 19, 1976 and is now being returned for execution by your principals.

Section 5 of the Supplemental Agreement has been deleted. The conduit to be installed under the railroad tracks is on public right of way and that the cost of the railroad protective insurance would be approximately ten times the value of the work to be performed. As a consequence, our Legal Counsel felt that the furnishing of railroad protection insurance was not consistent with the work to be performed and since the work to be performed is on public land, the furnishing of said insurance is not required. If Southern Pacific Trans. Co. concurs in this feeling, it is requested that the deletion of Section 5 be initialed by your principals upon the signing of the Agreement.

You are hereby authorized to proceed with the adjustment of the facilities as detailed in the Agreement as of October 28, 1976. Please contact my office at least three days prior to begining of work.

NOTED
R. L. SCHROEDER

RECEIVED
NOV 2 1976
Office of
Assistant State Highway Engineer

Form 81-734-3123

~~PRO 6-2~~

November 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Project No. M-0315(1)
10th St. at Main St. (Oregon City) Section

We hereby request your approval for the use of Southern Pacific Transportation Company forces to connect the traffic signal intertie with the railroad signals as represented by the enclosed copy of a proposed agreement with SPT Co. which has approved by the State Highway Division on October 28, 1976.

This work has included in the PS&E estimate as an anticipated extra work item and as such received authorization in your letter of August 16, 1976; however, it has since been determined that this work be accomplished by the railroad.

We further request your authorization to proceed with the work by the railroad as of October 28, 1976 at an estimated total cost of $500 with no additional increase in total cost or federal funds as presently obligated and under project agreement.

CL:re

cc: J. Chidsey
D. E. Swan

N FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. M-0315(1) &HHS-132(14)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-72 & HHS-56

COUNTY NAME Clackamas

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 1 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sum	Act	File

DATE PS&E APPROVED 8-4-76

DATE AUTHORIZATION EFFECTIVE 10-28-76

FEDERAL ROUTE NUMBER FAU 0315 & Primary 26

STATE ROUTE NUMBER City Street and Primary 1 E

GENERAL LOCATION:
"10th St. at Pacific Hwy. East at Main St.(Oregon City) Section"

GENERAL DESCRIPTION OF WORK:
Connect traffic signal intertie with railroad signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED XXXXXXX
XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-3-76 letter, you are authorized to proceed with the work covered by the Agreement with the SouthernPacific Transportation Company, approved by the Highway Division 10-28-76 at a total estimated cost of $500 with no additional increase in total cost or Federal funds as presently obligated and under project Agreement. (Originally obligated as E.W. 8-4-76)

DATE 11-23-76

SIGNATURE OF APPROVING OFFICIAL E G Holbach

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

FAUS

PRO 6-2

ROBERT W. STRAUS
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item No.	Present Programming Rte.No.	Present Programming Proj. No.	Revise Programming Rte.No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1) ✓
4	0265	M-0265(1)	9407	M-9407(1) ✓
5	0600	M-0600(2)	9776	M-9776(2) ✓
11	0600	M-0600(3)	9776	M-9776(3) ✓
13	0929	M-0929(1)	9300	M-9300(1) ✓
14	0064	M-0064(1)	9858	M-9858(1) ✓
21	0800	M-0800(1)	9914	M-9914(1) ✓
28	0005	M-0005(1)	9011	M-9011(1) ✓
29	0017	M-0017(1)	9025	M-9025(1) ✓
30	0385	M-0385(1)	9665	M-9665(1) ✓
31	0495	M-0495(1)	9727	M-9727(1) –
34	0970	M-0970(1)	9366	M-9366(1) ✓
39	0944	M-0944(1)	9956	M-9956(1) ✓
45	0944	M-0944(2)	9956	M-9956(2) ✓
50	0150	MG-0150(1)	9556	MG-9556(1) ✓
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2) ✓
67	0944	M-0944(3)	9956	M-9956(3) ✓
68	0944	M-0944(4)	9956	M-9956(4) ✓
72	0315	M-0315(1)	9607	M-9607(1) ✓
75	0036	M-0036(1)	9398	M-9398(1) –
76	0285	M-0285(1)	9383	M-9383(1) ✓

CL:bb
cc: D. E. Swan
G. Zehner
Finance

H

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
12-28-76

PROGRAM NO.

ITEM NO.
M-(Various)

COUNTY NAME
Various

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Various FAU Routes

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-29-76

SIGNATURE OF APPROVING OFFICIAL

TITLE

State of Oregon
Salem, Oregon

DATE PS&E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 12-28-76	**FEDERAL ROUTE NUMBER** Various FAU Routes **STATE ROUTE NUMBER** City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**TITLE** Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-831-993

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Removed existing poles. Performed misc. finishing work.
TUESDAY	Performed misc. work.
WEDNESDAY	No activity by contractor.
THURSDAY	
FRIDAY	
SATURDAY	No activity anticipated.

REMARKS

SUMMARY: Removed existing poles.
The traffic signals were turned-on friday, June 24, 1977; The contractor finished contract portion of work except miscellaneous finish and cleanup work. Date of completion was June 24, 1977.

A faulty module board in the D-7000 coordinator and unsatisfactory traffic timing are being resolved.

SIGNED C. L. Kuiper LOCATION Portland
C. L. Kuiper, Res. Engr.

8425 8

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 10th St at Pacific Hwy E and Main St (Ore. City)

WEEK ENDING: **July 2, 1977**

SECTION PREFIX: 303-1062

HIGHWAY: City Street

COUNTY: Clackamas

NAME OF JOB: 10th St at Pacific Hwy E & Main St (O.C.)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Tice Electric Co.

CONTRACT NUMBER: 8425

FEDERAL AID PROJECT NUMBER: HHS-132(14) & M-0315(1)

DATE OF CONTRACT: September 23, 1976

DATE WORK STARTED: November 16, 1976

ESTIMATED COMPLETION DATE: June 24, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN ______ SUPERVISION ______

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 240

CALENDAR DAYS USED 263

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 109.5

PROJECT AUTHORIZATION $ 88,627.58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 80,887.18

ENGINEERING AUTHORIZATION $ 7,740.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,539.40

ENGINEERING COST TO DATE $ 5,900.00

DATE PROJECT WAS COMPLETED **June 24, 1977**

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 5.4 %

PERCENT OF AUTHORIZATION 76 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

1 ladder trk, 1 utility trk, 1 air compressor, 1 jack hammer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO						
PERCENT						

	WEATHER	CALENDAR ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Partly Cldy	0		
TUESDAY	Clear	|		
WEDNESDAY	Cloudy-Clear	|		
THURSDAY	Clear	|		
FRIDAY	Partly Cldy	|		
SATURDAY	" "	|		

Routing
Keasey
~~Bond~~
Jackmond
~~Harwood~~
Johnsen
~~Walker~~
RECEIVED
JUL 8 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland
July 11, 1977

C.L. Kuiper

FROM: C. L. KUIPER
Resident Engineer

TO: MARION CRAFT
Regional Construction Engineer

SUBJECT: 10th St at Pacific Hwy E &
Main St (Oregon City)
Clackamas County
Contract No. 8425
Liquidated Damages

Attached are three (3) copies of the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" from 240 to 263 days. The original number of calendar days was 240 days with the completion date June 1, 1977. On Monday, June 20, 1977, the contractor picked up the controller cabinets from OSHD electrical shop lab. The traffic signals were turned-on Friday, June 24, 1977. Contract work was completed on June 24, 1977 for a total of 263 calendar days used.

Attachment

CLK/raj

CE RE RME RCE
RECEIVED
RSM
TE
UE JUL 1 3 1977
SO REGION 1 RBI

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland

August 29, 1977

C.L. Kuiper

FROM: C. L. KUIPER
Resident Engineer

TO: MARION CRAFT
Regional Construction Engineer

SUBJECT: 10th St at Pacific Hwy E
& Main St (Oregon City)
Clackamas County
Contract No. 8425
Liquidated Damages

Attached are three (3) copies of the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract". Also, attached is a letter from Tice Electric giving the critical dates along with invoices showing when equipment was ordered.

The contract award date was Sept. 23, 1976 with 240 days to complete the contract on June 1, 1977. Work started on Nov. 16, 1976 and was completed on June 24, 1977 (date traffic signals were turned on).

The controller equipment supplier Safety Signal System, Inc. had problems getting the signal equipment to pass the required tests in OSHD Salem Electrical Lab. The equipment failed the physical inspection on 5/19/77, the environmental test on 6/8/77, and finally passed the required tests on 6/20/77. The contractor picked up the controller equipment from OSHD electrical shop lab on June 20, 1977 and started the installation on June 21, 1977 with the signal turn-on on June 24, 1977.

Attachments
CLK/raj

Routing
Keeso[illegible] 734-3034
Bond
Jackmond
Hopkins
Johnson
Inloes
Berg.
Church.
Colomer
Widner

RECEIVED
OCT 5 1977
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 3, 1977

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Administration Engineer

SUBJECT: 10th ST. @ PACIFIC HWY. E & MAIN ST.
Oregon City-Clackamas County
Contract No. 8425
Time Extension Request

Attached are five copies of a time extension request from Tice Electric, asking for 23 additional days, which would be a complete release of liquidated damages.

The contract was awarded on September 23, 1976, and the attached invoice from Tice shows a purchase order date of September 8, 1976.

The equipment passed the required tests in our Salem test section on June 20, 1977, was installed on June 21, and complete on June 24. It appears that the contractor placed his order before he actually had a signal contract, and once the equipment passed the environmental tests, installation was done in a timely manner.

Our recommendation is to extend the contract time to 263 days for a complete release of liquidated damages.

MC/ggw

Attachment

cc: Kuiper

Bids opened 8-26-76) 28 days.
Contr. awd 9-23
Time start 11-5
240 days elapsed 6-1-77
Completed 6-24
23 days @ $75

Request in error, when it says Testing to start 6-2
had already failed by 5-19.

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8425 Contractor Tice Electric Co.

Highway City Street

Section 10th St. @ Pac. Hwy E & Main St. (Ore. City)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows: See attached letter

Construction Section recommends only eight days extension for excessive time to submit contract for ececution. Alleged material shortage (controllers) not believed to be valid.

Recommended for Approval:

Marvin Croft
Region Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Acting
State Highway Engineer

Contract No. 8425

Project designation HES-132(14) M-9607(1)
State-Federal

Date awarded Sept. 23, 1976

Work started Nov. 16, 1976

Per cent completed 100% ~~10-3-77~~ 6-24-77
Date

No. of Workdays Allowed 240

No. of Workdays Used 263

No. of Added Workdays Requested 23

SP*19068-734

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date June 2, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 263 days, within which to complete our Contract No. 8425, without the assessment of liquidated damages. The said contract is described as follows: Traffic Signal Installation - 10th Street at Pacific Highway East and Main Street (Oregon City).

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: To date, Tice Electric Company has not received the two (2) controllers from the OSHD lab. Controllers were ordered by purchase order from Safety Signal Systems on 9-8-76, the submittals were approved by W.R. Zirbes on 10-13-76, and a release letter was sent to Safety Signal Systems on 10-20-76. The controllers will begin to be tested on 6-2-77, and should be completed by 6-14-77. The extension of time will allow for eight (8) work days for mounting of controllers; connection of field terminals; testing of field circuits; turn-on of equipment; removal of existing flashers and poles at Main St. restoration of sidewalk following pole removal.

Respectfully submitted,

TICE ELECTRIC COMPANY
Contractor

By J W McKinnon
J. W. McKinnon, President

CONSENT OF SURETY

Date June 7, 1977

We, PEERLESS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Larry C Boyd
Larry C. Boyd Attorney-in-fact

(SEAL)

J C Burnett
J. C. Burnett Resident Agent

8425 8

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 10th St at Pacific Hwy E and Main St (Ore. City)
WEEK ENDING: July 2, 1977
SECTION PREFIX: 303-1062
HIGHWAY: City Street
COUNTY: Clackamas
NAME OF JOB: 10th St at Pacific Hwy E & Main St (O.C.)
KIND OF WORK: Traffic Signal Installation
CONTRACTOR: Tice Electric Co.
CONTRACT NUMBER: 8425
FEDERAL AID PROJECT NUMBER: HHS-132(14) & M-0315(1)
DATE OF CONTRACT: September 23, 1976
DATE WORK STARTED: November 16, 1976
ESTIMATED COMPLETION DATE: June 24, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN SUPERVISION
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 240
WORK DAYS USED
CALENDAR DAYS USED 263
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 109.5
PROJECT AUTHORIZATION $ 83,627.58
EXCLUSIVE OF ENGINEERING $ 80,887.18
ENGINEERING AUTHORIZATION $ 7,740.40
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 76,539.40
ENGINEERING COST TO DATE $ 5,900.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
DATE PROJECT WAS COMPLETED June 24, 1977
ESTIMATED PERCENT XXXXXX UNDERRUN 5.4 %
PERCENT OF AUTHORIZATION 76 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

1 ladder trk, 1 utility trk, 1 air compressor, 1 jack hammer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT		CALENDAR					

	WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Partly Cldy	0		
TUESDAY	Clear	|		
WEDNESDAY	Cloudy-Clear	|		
THURSDAY	Clear	|		
FRIDAY	Partly Cldy	|		
SATURDAY	" "	|		

K
Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond JUL 8 1977 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland
July 11, 1977

FROM: C. L. Kuiper
C. L. KUIPER
Resident Engineer

TO: MARION CRAFT
Regional Construction Engineer

SUBJECT: 10th St at Pacific Hwy E &
Main St (Oregon City)
Clackamas County
Contract No. 8425
Liquidated Damages

Attached are three (3) copies of the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" from 240 to 263 days. The original number of calendar days was 240 days with the completion date June 1, 1977. On Monday, June 20, 1977, the contractor picked up the controller cabinets from OSHD electrical shop lab. The traffic signals were turned-on Friday, June 24, 1977. Contract work was completed on June 24, 1977 for a total of 263 calendar days used.

Attachment

CLK/raj

CE RE RME RCE
RECEIVED RSM
TE
UE JUL 12 1977
SO REGION I RBI

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland

August 29, 1977

FROM: C. L. Kuiper
C. L. KUIPER
Resident Engineer

TO: MARION CRAFT
Regional Construction Engineer

SUBJECT: 10th St at Pacific Hwy E
& Main St (Oregon City)
Clackamas County
Contract No. 8425
Liquidated Damages

Attached are three (3) copies of the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract". Also, attached is a letter from Tice Electric giving the critical dates along with invoices showing when equipment was ordered.

The contract award date was Sept. 23, 1976 with 240 days to complete the contract on June 1, 1977. Work started on Nov. 16, 1976 and was completed on June 24, 1977 (date traffic signals were turned on).

The controller equipment supplier Safety Signal System, Inc. had problems getting the signal equipment to pass the required tests in OSHD Salem Electrical Lab. The equipment failed the physical inspection on 5/19/77, the environmental test on 6/8/77, and finally passed the required tests on 6/20/77. The contractor picked up the controller equipment from OSHD electrical shop lab on June 20, 1977 and started the installation on June 21, 1977 with the signal turn-on on June 24, 1977.

Attachments
CLK/raj

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Berg
Church
Criswell
Widner

RECEIVED
OCT 5 1977
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 3, 1977

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Administration Engineer

SUBJECT: 10th ST. @ PACIFIC HWY. E & MAIN ST.
Oregon City-Clackamas County
Contract No. 8425
Time Extension Request

Attached are five copies of a time extension request from Tice Electric, asking for 23 additional days, which would be a complete release of liquidated damages.

The contract was awarded on September 23, 1976, and the attached invoice from Tice shows a purchase order date of September 8, 1976.

The equipment passed the required tests in our Salem test section on June 20, 1977, was installed on June 21, and complete on June 24. It appears that the contractor placed his order before he actually had a signal contract, and once the equipment passed the environmental tests, installation was done in a timely manner.

Our recommendation is to extend the contract time to 263 days for a complete release of liquidated damages.

MC/ggw

Attachment

cc: Kuiper

Bids opened 8-26-76 } 28 days.
Contr. sent – 9-23
Time start 11 [illegible]
240 days elapsed 6-1-77
Completed 6-24
23 days @ $75

Request in error, when it says Testing to start 6-2 had already failed by 5-19.

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date June 2, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 263 days, within which to complete our Contract No. 8425, without the assessment of liquidated damages. The said contract is described as follows: Traffic Signal Installation - 10th Street at Pacific Highway East and Main Street (Oregon City).

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: To date, Tice Electric Company has not received the two (2) controllers from the OSHD lab. Controllers were ordered by purchase order from Safety Signal Systems on 9-8-76, the submittals were approved by W.R. Zirbes on 10-13-76, and a release letter was sent to Safety Signal Systems on 10-20-76. The controllers will begin to be tested on 6-2-77, and should be completed by 6-14-77. The extension of time will allow for eight (8) work days for mounting of controllers; connection of field terminals; testing of field circuits; turn-on of equipment; removal of existing flashers and poles at Main St. restoration of sidewalk following pole removal.

Respectfully submitted,

TICE ELECTRIC COMPANY
Contractor

By J W McKinnon
J. W. McKinnon, President

CONSENT OF SURETY

Date June 7, 1977

We, PEERLESS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Larry C. Boyd
Larry C. Boyd Attorney-in-fact

(SEAL)

J C Burnett
J. C. Burnett Resident Agent

Routing
Kessey FORM 81-734
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
OCT 5 1977
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
October 3, 1977

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Administration Engineer

SUBJECT: 10th ST. @ PACIFIC HWY. E & MAIN ST.
Oregon City-Clackamas County
Contract No. 8425
Time Extension Request

Attached are five copies of a time extension request from Tice Electric, asking for 23 additional days, which would be a complete release of liquidated damages.

The contract was awarded on September 23, 1976, and the attached invoice from Tice shows a purchase order date of September 8, 1976.

The equipment passed the required tests in our Salem test section on June 20, 1977, was installed on June 21, and complete on June 24. It appears that the contractor placed his order before he actually had a signal contract, and once the equipment passed the environmental tests, installation was done in a timely manner.

Our recommendation is to extend the contract time to 263 days for a complete release of liquidated damages.

MC/ggw

Attachment

cc: Kuiper

Bids opened 8-26-76 } 28 days.
Contr. awd 9-23
Time start 10-3
240 days elapsed 6-1-77
Completed 6-24
23 days @ $75

Requested in error when it says Testing to start 6-2
had already failed by 5-19.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8425

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 27, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: 10th St. @ Pacific Hwy. E. &
Main St. (Oregon City)
Contract No. 8425
Request for Time Extension

Herewith request for time extension from Tice Electric Company apparently prepared before this contract was completed and subsequently modified to request the actual liquidated damages of 23 days because of alleged late delivery of two signal controllers.

Some pertinent dates are:

Bids opened	8-26-76)	28 days
Contract sent	9-23)	
Time start	10- 5	
240 days elapsed	6- 1-77	
Project completed	6-24	23 days liquidated damages at $75 per day.

The request is in error when it says that controllers will begin to be tested on 6-2-77. The controllers had already failed our testing by May 19. The contractor submits adequate documentation of a timely ordering of the equipment, but it is questionable whether this is truly a material shortage situation that would be valid for time extension under our specs. This is not a shortage of material problem. There are probably many contracts on which time is used up in an effort to meet specifications or for replacing rejected materials. The 240 days should be adequate time to get two intersections signalized. It seems the longer time we set up in our contracts for this kind of work, the longer it takes. In this case, the public was deprived of the benefit we were trying to provide, but I note our engineering did not overrun.

The Region office recommends that the extension be granted and their report is attached. I recommend the request be denied, but I ask your careful review before responding to the contractor, as this could be controversial. Note that eight days excessive time elapsed before the contract was first sent. Our usual practice has been to recognize this for time extension. This would leave 15 days liquidated damages in effect. My version of a rough draft response to the contractor is attached.

JAB:fr
Att.
cc: Robert Church
Marion Craft

RECEIVED
STATE HWY ENGR
OCT 28 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

K

8425 8

October 28, 1977

Tice Electric Company
2139 S.E. Belmont
Portland, OR 97214

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8425 for work on 10th Street @ Pacific Highway East and Main Street (Oregon City) in Clackamas County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of only eight days is granted. This is for time in excess of the 20 days provided in Section 103.08 for submitting the contract for execution. We understand the controllers had failed some testing by May 19. Time used to replace or modify equipment to meet the contract requirements is not believed to be a valid material shortage situation.

Sincerely,

C T Keasey

for H. S. Coulter
State Highway Engineer

JAB:fr is

bc C. T. Keasey
E. L. Hardt
Robert Church
Clair Kuiper
Richard Hacek

Reimbursement for work performed on and subsequent to October 28, 1976 will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

bc: G. L. Green-w/copy sig. pg.
C. W. Head
R. L. Schroeder
L. W. Rulien
C. T. Keasey
J. L. Sollis
Robert Church-w/2 copies Agmt.
V. E. Skoog-w/copy Agmt.
Cliff Laux-w/oopy Agmt.
E. L. Hardt-w/copy Agmt.
Clair Kuiper-w/copy Agmt. NOTE: Please have an Order for State Force work prepared and submitted for this work.

NOTED
C. W. HEAD

8425

ROW 18-2 9

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1976

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Supplemental Signalization Agmt.
Crossing No. C-755.70
10th Street-Pacific Hwy. E. &
Main St. (Oregon City) Sec.
City Streets
Clackamas County
ODOT Agreement No. RR 761

Dear Sir:

Enclosed are the duplicate original counterparts of the Supplemental Agreement between the Southern Pacific Trans. Co. and the Oregon Department of Transportation, Highway Division, calling for the interconnection of the traffic signals at 10th and Main St. in the City of Oregon City with the grade crossing protection devices at Crossing No. C-755.70, 10th St. and Singer Hill Rd. at SP mainline. This Agreement was submitted to me with your letter of September 19, 1976 and is now being returned for execution by your principals.

Section 5 of the Supplemental Agreement has been deleted. The conduit to be installed under the railroad tracks is on public right of way and that the cost of the railroad protective insurance would be approximately ten times the value of the work to be performed. As a consequence, our Legal Counsel felt that the furnishing of railroad protection insurance was not consistent with the work to be performed and since the work to be performed is on public land, the furnishing of said insurance is not required. If Southern Pacific Trans. Co. concurs in this feeling, it is requested that the deletion of Section 5 be initialed by your principals upon the signing of the Agreement.

You are hereby authorized to proceed with the adjustment of the facilities as detailed in the Agreement as of October 28, 1976. Please contact my office at least three days prior to begining of work.

1-18-78
agree fully
signed in
General
files
(fn)

Form 81-734-3123

8425

8

February 16, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On February 9, 1978, we wrote to you concerning release of final payment on Contract No. 8425 awarded to Tice Electric Company for traffic signal installation on 10th Street at Pacific Highway East and Main Street in Oregon City, Clackamas County.

The total contract amount is $72,413.90 including $848.66 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

84/55 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628 **STATE COPY** 9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (Coulter)
Wash DC (HHO-32)

FINAL CONSTRUCTION INSPECTION AND FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4-7-78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-9607(1) & HHS-132(14)
COMPLETION DATE 6-24-77	ACCEPTANCE DATE BY CONTRACT AGENCY 2-8-78	TIME ELAPSED 110 %	CONTRACT TIME 240 CD
APPROVED EXTENSIONS 8 CD	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

10th. STREET @ PACIFIC HIGHWAY E. & MAIN STREET
CITY STREETS
Signals

This project provided for the installation of traffic signals at two intersections along 10th. Street in the City of Oregon City. A contract in the amount of $73,404.00 was awarded Tice Electric Company, Portland, Oregon on September 23, 1976.

Work began on November 16, 1976 and was completed in reasonably close conformance with the approved plans and specifications on June 24, 1977 at a final cost of $81,614.40 or approximately eight percent below the authorized amount of $88,627.58. A total of 263 calendar days were used as compared to the 240 calendar days allowed under the contract. An extension of eight calendar days was approved leaving 15 calendar days for which liquidated damages of $75 per day was assessed.

Based on the results of a field review on December 22, 1977, acceptance of the project is recommended.

4-10-78
cy Kessy

RECEIVED
STATE HWY ENGR
APR 10 '78
REFER TO
FOR
Info | Ines | R D | D R | Sgn | Att | File

COPY SENT
APR

Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-7-78	TITLE Field Operations Engineer	DATE 4-7-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

```
303   1062   203   00 P 1                                  11.92          584.33CR   77
303   1062   203   00 P 2 ✓Liq. Dam.                       10.58          518.17CR   77   78
303   1062   203   00 N 1                                  11.92CR         11.92CR   78   78
303   1062   203   00 N 2 ✓Liq. Dam.                       10.58CR         10.58CR   78
303   1062   204   00 N 1                                                  52.66     77
303   1062   204   00 N 2 Retainage                                        52.66CR   77
303   1062   206   00 N 1                                                  26.40     78   78
303   1062   270   02 P 1                                                  36.20     77
303   1062   270   02 P 2 ✓SFO#2                                           36.18     77   78
303   1062   270   03 P 1                                  72.82CR        150.26     77
303   1062   270   03 P 2 ✓SFO#3                           72.82          150.25     77   78
303   1062   270   04 P 1                                  87.07           87.07     78   78
303   1062   284   05 P 2 ✓SFO#5                           87.07CR        346.46     77   78
303   1062   295   00 N 9 Tr. City                                      2,000.00     76
303   1062   296   00 N 9 " County      20.08CR           511.19CR    76,640.43CR   76   79
303   1062   298   00 N 9 " Fed         20.08             511.19      73,640.43     76
303   1062   900   00 P 1                                             3,811.45     76
303   1062   900   00 P 2 ✓Engr.                                      3,629.89     76   78
303   1062   900   00 N 1                                  17.[illegible] 117.92     76   78
303   1062   900   00 N 2 ✓Engr                            17.[illegible] 110.82     76
303   1062   900   01 P 1                                             1,417.88     77   78
303   1062   900   01 P 2 ✓Engr SFO#1                                 1,257.77     77   78
303   1062   915   00 P 1                                   2.67CR                 78
303   1062   915   00 P 2 ✓Audit                            2.67           55.54     77
303   1062   986   00 P 1                                                 118.34
303   1062   985   00 P 2 ✓EEO.                                           109.98
                   TOT   P1                                  18.60       43,893.85
                   TOT   P2                                   4.00       39,799.42
                   TOT   N1                                   5.45          185.06
                   TOT   N2                                   6.29           42.58
                ** JOB TOTALS **                 **          34.34 **    93,925.91 **
```

```
OF DEPARTMENT        PREFIX     FUNCTION   GP  CURRENT MNTH        FISCAL          GRAND TOTAL     ACTIVE YRS
                                                               YEAR TO DATE        TO DATE       BEG      END

MILWAUKEE    CONT NO 8424 * FA PROJ NOS M   714001 100                               00          STATE
        303     1061      201      00 P 1                                      47,986.24         77      77
        303     1061      270      01 P 1                                       1,455.63         77      78
        303     1061      296      00 N 9                         858.08CR     50,619.97CR       76      78
        303     1061      297      00 N 9                         858.08        3,908.08         77      78
        303     1061      298      00 N 9                                      46,711.89         76      78
        303     1061      900      00 P 1                                       4,921.42         76      77
        303     1061      900      00 N 1                                          42.65         76      78
        303     1061      915      00 P 1                                          78.87         76      77
                          TOT      P1                                          54,442.76
                          TOT      N1                                              42.65
                      ** JOB TOTALE **                   **             **     54,485.41   **

OPE          CONT NO 8425 * FA PROJ NOS HHS 132014  53 M   607001 47                  00          STATE
        303     1062      201      00 P 1                                      38,856.99         77      77
        303     1062      201      00 P 2 ✓CONTR.                              34,681.92 ✓       77      77
        303     1062      203      00 P 1                         11.92           584.33CR       77      78
        303     1062      203      00 P 2 ✓Liq. Dam.              10.58           518.17CR ✓     77      78
        303     1062      203      00 N 1                         11.92CR          11.92CR       78      78
        303     1062      203      00 N 2 ✓Liq. Dam.              10.58CR          10.58CR ✓     78      78
        303     1062      204      00 N 1                                          52.66         77      77
        303     1062      204      00 N 2  Retainage                               52.66CR       77      77
        303     1062      206      00 N 1                                          26.40         78      78
        303     1062      270      02 P 1                                          36.20         77      78
        303     1062      270      02 P 2 ✓SFO#2                                   36.18 ✓       77      78
        303     1062      270      03 P 1                         72.82CR         150.26         77      78
        303     1062      270      03 P 2 ✓SFO#3                  72.82           150.25 ✓       77      78
        303     1062      270      04 P 1                         87.07            87.07         78      78
        303     1062      284      05 P 2 ✓SFO#5                  87.07CR         346.46 ✓       77      78
        303     1062      295      00 N 9  Tr. City                             2,000.00         76      78
        303     1062      296      00 N 9  " County   20.08CR    511.19CR      76,640.43CR       76      78
        303     1062      298      00 N 9  " Fed      20.08      511.19        73,640.43         76      78
        303     1062      900      00 P 1                                       3,811.45         76      78
        303     1062      900      00 P 2 ✓Engr.                                3,629.89 ✓       76      78
        303     1062      900      00 N 1                    [illegible]          117.92         76      78
        303     1062      900      00 N 2 ✓Engr              [illegible]          110.82 ✓       76      78
        303     1062      900      01 P 1                                       1,417.88         77      78
        303     1062      900      01 P 2 ✓Engr. SFO#1                          1,257.37 ✓       77      78
        303     1062      915      00 P 1                          2.67CR                        78
        303     1062      915      00 P 2 ✓Audit                   2.67            56.54 ✓       77      78
        303     1062      986      00 P 1                                         118.34         77
        303     1062      985      00 P 2 ✓EEO.                                   109.98 ✓       77      77
                          TOT      P1                             18.60        41,893.85
                          TOT      P2                              4.00        39,799.42
                          TOT      N1                              5.45           185.06
                          TOT      N2                              6.29            42.58
                      ** JOB TOTALE **                   **       34.74   **   53,925.91   **
```

```
N ST(ORE CITY)     CONT NO        FA PROJ NOS M   607001 100                                         00        STATE
                      303    1926     296    00 N 9 Tr. St.                          44CR      1,259.50CR
                      303    1926     298    00 N 9 " Fed                            44        1,259.50
                      303    1926     905    00 N 1 E. Des.                                        3.10
                      303    1926     911    00 P 1 Signing                                    1,139.50
                      303    1926     914    00 P 1 Lt                                           139.66
                      303    1926     920    00 P 1 Dr. Pl                                        52.89
                      303    1926     921    00 P 1 Specs                                        136.41
                                      IOT       P1                                             1,468.46
                                      TOT       N1                                                 3.10
                                   ** JOB TOTALS **                 **              **         1,471.56  **

NGTON ST           CONT NO      * FA PROJ NOS M   671001 100                                         00        STATE
                      303    1933     236    00 N 9                          3,432.00CR       62,436.88CR
                      303    1933     297    00 N 9                                            2,240.00
                      303    1933     298    00 N 9                          3,432.00         60,196.88
                      303    1933     411    00 E 1                                               91.02
                      303    1933     901    00 P 1                                           51,424.80
                      303    1933     901    00 N 1                                               95.94
                      303    1933     902    00 P 1                                            1,162.00
                      303    1933     903    00 P 1          182 96            182.96            182.96
                      303    1933     905    00 P 1                                           11,009.52
                      303    1933     906    00 P 1                                               30.66
                      303    1933     909    00 P 1                                              742.28
                      303    1933     910    00 P 1                                            5,206.89
                      303    1933     911    00 P 1                                              113.84
                      303    1933     914    00 P 1                               6.27         3,531.91
                      303    1933     920    00 P 1                              24.98           112 73
                      303    1933     321    00 P 1                                            2,638.39
```

```
OB COST SUMMARY                                                      DECEMBER 1978        PAGE 611
                                                                        FISCAL          GRAND TOTAL
OB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE       TO DATE
                   303   1919       923     00 P 1                       230.56           8,565.85
                   303   1913       923     00 N 1                                           67.87
                   303   1913       924     00 P 1                                          448.16
                   303   1919       980     00 P 1                                          355.22
                                    TOT     P1         48.90             357.88          41,170.28
                                    TOT     N1                                              124.47
                                 ** JOB TOTALS **      48.90  **         357.88  **      41,294.75  **

 KING (MILWAUKEE) CONT NO     FA PROJ NOS RRP 395001 100                                00      STATE
                   303   1925       296     00 N 9                         3.60CR          175.58CR
                   303   1925       298     00 N 9                         3.60            175.58
                   303   1925       901     00 P 1                                          80.93
                   303   1925       905     00 P 1                         4.00             91.16
                   303   1925       950     00 P 1                                          23.00
                                    TOT     P1                             4.00            195.09
                                 ** JOB TOTALS **             **           4.00  **        195.09  **

N STIORE CITY    CONT NO          FA PROJ NOS M    607001 100                             00      STATE
                   303   1926       296     00 N 9 Tr. St                 44CR          1,259.50CR
                   303   1926       298     00 N 9 " Tck                  44            1,259.50
                   303   1926       905     00 N 1 F. Dec                                    3.10
                   303   1926       911     00 P 1 Superv'g                              1,139.50
                   303   1926       914     00 P 1 Ut                                      139.66
                   303   1926       920     00 P 1 Pr. I                                    52.89
                   303   1926       921     00 P 1 Specs                                   136.41
                                    TOT     P1                                           1,468.46
                                    TOT     N1                                               3.10
                                 ** JOB TOTALS **             **               **        1,471.56  **

NGTON ST         CONT NO        * FA PROJ NOS M    671001 100                             00      STATE
                   303   1933       236     00 N 9                      3,432.00CR      62,436.88CR
                   303   1933       297     00 N 9                                       2,240.00
                   303   1933       298     00 N 9                      3,432.00        60,196.88
                   303   1933       411     00 F 1                                          91.02
                   303   1933       901     00 P 1                                      51,424.80
                   303   1933       901     CO N 1                                          95.94
                   303   1933       902     00 P 1                                       1,162.00
                   303   1933       903     00 P 1       182.96             182.96          182.96
                   303   1933       905     00 P 1                                      11,009.52
                   303   1933       906     00 P 1                                          30.66
                   303   1933       909     00 P 1                                         742.28
                   303   1933       910     00 P 1                                       5,206.89
                   303   1933       911     00 P 1                                         113.84
                   303   1933       914     00 P 1                         6.27          3,531.91
                   303   1933       920     00 P 1                        24.98            112.73
                   303   1933       331     00 P 1                                       2,638.39
```

STATEM OF COSTS INCURRED UNDER PROJECT AGRE NT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	10th St. at Main St. (Oregon City) Section					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,468.46	✓
	Construction					
	Type Code Y331					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			34,681.92	
SFO	#2 Permanent Signing	All Required			36.18	
SFO	#3 Permanent Striping	All Required			150.25	
SFO	#5 Signal Inter-tie by SPRR	All Required			346.46	
	Total Participating Construction				$35,214.81	
	Construction Engineering					
	State	All Required			3,679.89	
SFO	#1 Signal Controller Testing	All Required			1,257.37	
	Total Participating C.E.				4,937.26	
	Liquidated Damages					
	Final ContractPayment Summary	Lump Sum			(518.17)	
	Misc. Proj. Costs					
	Equal Opportunity Program Exp.	All Required			109.98	
	Audit Expense	All Required			55.54	
	Total Participating Misc. Project Costs				$ 165.52	
	Total Participating Cost				$41,267.88	
	Non Participating Items					
	Preliminary Engineering	All Required			3.10	✓
	Construction Engineering	All Required			93.45	
	Liquidated Damages	Lump Sum			(10.58)	
	Total Non Participating Cost				$ 85.97	
	TOTAL COST				$41,353.85	
	Prepared based on Participating costs as shown on Federal billing as of 10-31-78					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 11-10-75 TO 4-7-78

FEDERAL AID PROJECT NO. M-9607(1) OREGON CITY

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$41,353.85	$41,267.88	85.77%	$35,395.46	$35,395.46	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE 10/30/78

PASSED FOR PAYMENT
BY DATE V.E. Skoog
Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** Feb. 2, 1979

CITY Oregon City **Contract No.** 8425 **Date Completed** 6-24-77

PROJECT # M-9607(1) **Section** 10th St. at Main Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,471.56
Total Contract Payments	34,681.92
Liquidated Damages	(528.75)
SFO#2 Permanent Signing	36.18
SFO#3 Permanent Striping	150.25
SFO#5	346.46
Construction Engineering	3,790.71
SFO#1 Signal Controller Testing	1,257.37
Audit Expense	55.54
Equal Opportunity Program	109.98
TOTAL PROJECT COST	$41,371.22

Non-Participating Costs:		
Preliminary Engineering	$ 3.10	
Construction Engineering	110.82	
Liquidated Damages	(10.58)	$ 103.34
TOTAL PARTICIPATING COST		$41,267.88
Federal Funds Collected		35,395.46
BALANCE		$ 5,872.42

State Share:
50% of $5,872.42 = $2,936.21
50% of $ 100.24 = $ 50.12
$2,986.33

City Share:
$5,872.42 - $2,936.21 = $2,936.21
$ 103.34 - $ 50.12 = $ 53.22
$2,989.43

Reference: Billing Form CC-1972

FILE COPY

Form 73-191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2/2/79	CC-1972	

CREDIT DISTRIBUTION

303-1926-295	$107.58
303-1062-295	$881.85

BILL TO: Code:

City of Oregon City
City Hall
Oregon City, Oregon 97045
Attn: Mr. Alfred Simonson, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-9607(1) 10th St. at Main Street Clackamas County Covered by agreement dated 5-25-76 Contract No. 8425			
Total Cost			$41,371.22
Less Federal Funds Collected			35,395.46
Less State Share			2,986.33
City Share			2,989.43
City Advance Deposits			3,220.00
Refund Due City			$ 230.57
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 3,220.00
Advance Deposit Previously Transferred to Highway Fund	$ 2,000.00
Balance	$ 1,220.00
Transfer to Highway Fund	$ 989.43
Refund Due	$ 230.57
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC-1636

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Gerald W. Wimer

SP*35736-734

The city has a desperate need for a traffic signal at this location with current traffic volume on Highway 213 presently exceeding 24,000 vehicles per day. This location, for a signal, has been discussed with Ronald W. Failmezger, Oregon State Highway Department Traffic Engineer. It meets the traffic warrants, however, since State funds are limited the city will consider installing the signal at this location provided that a controller is obtained.

I would appreciate your consideration on this and answer at your earliest convenience.

If you have any questions, I can be reached at 655-8481.

Very truly yours,

Wm C Parrish

WM. C. PARRISH,
City Engineer

WCP/im

enc.

cc: Mr. Ron Failmezger
Region Traffic Engineer

[illegible] P. O. Box 63
INCORPORATED 1844

February 1, 1979

Wally Bryant, Area Engineer
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

RE: Traffic signal installation at
10th and Main Streets, Oregon City

Dear Mr. Bryant:

As you recall, the traffic signal was installed at 10th and Main Streets, Oregon City, in 1977. This installation was partly funded by the federal government. The traffic signal installation has not proved satisfactory due to the stacking distances, synchronization provision between the signal at Highway 99E, and the railroad crossing. The contractor and the State Highway Department worked for approximately six (6) months attempting to regulate this signal. During this time the City Commission received many complaints from citizens and businesses in the area and as a result of these complaints, the City Commission of Oregon City took official action to return the intersection to a four-way stop (see enclosure).

The traffic signal, wait/walk signal and controller have been inactive since this time and the city would like your concurrence in relocating this equipment at city expense to another needy location. We propose to move the wait/walk and the excess signal heads to the intersection of 7th and Main Street (Highway 43) at the Oregon City end of the old West Linn bridge. The existing equipment at 7th and Main Street is very old and has deteriorated to the point that it is becoming impossible to maintain. The old controller has recently been replaced by a modern Econolite controller, at city expense.

Due to the lack of our choice in the original selection of contoller at 10th and Main, a T.D.S. Model CF830 controller was supplied by the contractor. The city has no equipment to time, program, or even maintain this type controller, therefore, we would like to trade this controller to Oregon State Highway Department or the City of Portland for an equal value controller and equipment which the city could use at another location. A tentative location for the use of a new controller would be Seventh Street (Highway 213) and Monroe Street, in Oregon City.

OREGON CITY, OREGON 97045 • AREA CODE (503) PHONE 655-8481

U. S. :EPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

February 13, 1979
IN REPLY REFER TO
HFO.1-OR

Mr. Wm. C. Parrish, City Engineer
City of Oregon City
S.W. Corner 7th & John Adams
P.O. Box 631
Oregon City, Oregon 97045

Dear Mr. Parrish:

Subject: Oregon Project M-9607(1)
Traffic Signal Installation
10th and Main Streets, Oregon City

Your request to relocate the traffic signal equipment installed in 1977 at the intersection of 10th and Main Streets has been reviewed. For the reasons outlined in your letter, the changes you propose may be possible; however, the request must be made through and by the Oregon State Highway Division since they have responsibility for all traffic signals installed on the State highway system.

In addition, there are certain conditions which must be met prior to our approval. These conditions include documentation by the State that the new locations are on the same Federal-aid system as the original project and that traffic signals are, in fact, warranted at the new location.

In order to reduce the time required to obtain an answer to the proposed changes your request has been referred to the State. If you have further questions regarding this change, it is suggested that you contact the State Regional Traffic Engineer at the Milwaukie office.

G. L. Green

Attachment:
Ltr. Green to Coulter, dtd. 2-13-79

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 13, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project M-9607(1)
Traffic Signal Installation
10th and Main Streets, Oregon City
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

This office recently received a letter (copy attached) from Mr. W. C. Parrish, City Engineer, Oregon City, requesting approval to relocate the traffic signal equipment installed in 1977 at the subject intersection. A copy of our reply to Mr. Parrish is also attached for your information.

For the reasons outlined in our letter to Mr. Parrish, the request is hereby submitted to your office for consideration. If you have any questions regarding this proposed change, please feel free to contact this office at any time.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

Attachments:
Ltr. Parrish to Bryant, dtd. 2-1-79
Ltr. Green to Parrish, dtd. 2-13-79

cc:
E. S. Hunter (OSHD)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

FEB 14 '79

REFER TO
George

FOR

Info	[illegible]	R/D	D/R	Sig	Act	File
		X				

October 3, 1979

City of Oregon City
City Hall
Oregon City, OR 97045

AGR 4

Attention: Ruby M. Lampkins
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement for revision of traffic signals on the Oswego and Cascade South Highways in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

C & A 5657 5-26-76
C & A 5597 2-25-76
RR # 761 11-2-76

C&A 5657 10-3-79

8425 10th St. @ Pac. Hwy. E. & 1976
Main St. Sec. in Oregon City
(Traffic signal install.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 14, 1976

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: CLACKAMAS COUNTY OVERLAY
KING ROAD FROM 82ND AVENUE
TO BELL AVENUE

TO: L. W. RULIEN
Project Management Engineer

HAL VERSTEEG
Road Design Engineer

Clackamas County is about to have an overlay on King Road from 82nd Avenue to Bell Avenue added to the CRAG 1976 TIP. I believe the Executive Board will take action on it sometime in the next week or so. The roadway is presently in poor condition and the County is very anxious to get the overlay down during this construction season. I've told Winston Kurth that we will do all we can toward that end. Winston and I have agreed that if the overlay is to be put down this year, bids for the work should be opened at the August 26 letting date.

I realize that for a normal project the field work should long since have been submitted to Salem for an August bid date. However, for a project in the $40,000 price range, which amounts to 0.36 mile of 2" AC overlay on a curbed street section amounting to about 2,000 tons of AC, I would like to see us make an effort to get the job ready for the August date. I guess I'd like to prove to CRAG and to the County, and perhaps to myself, that for a job as simple as this one is, we can shortcut some of the paperwork involved in project development and get to the work itself.

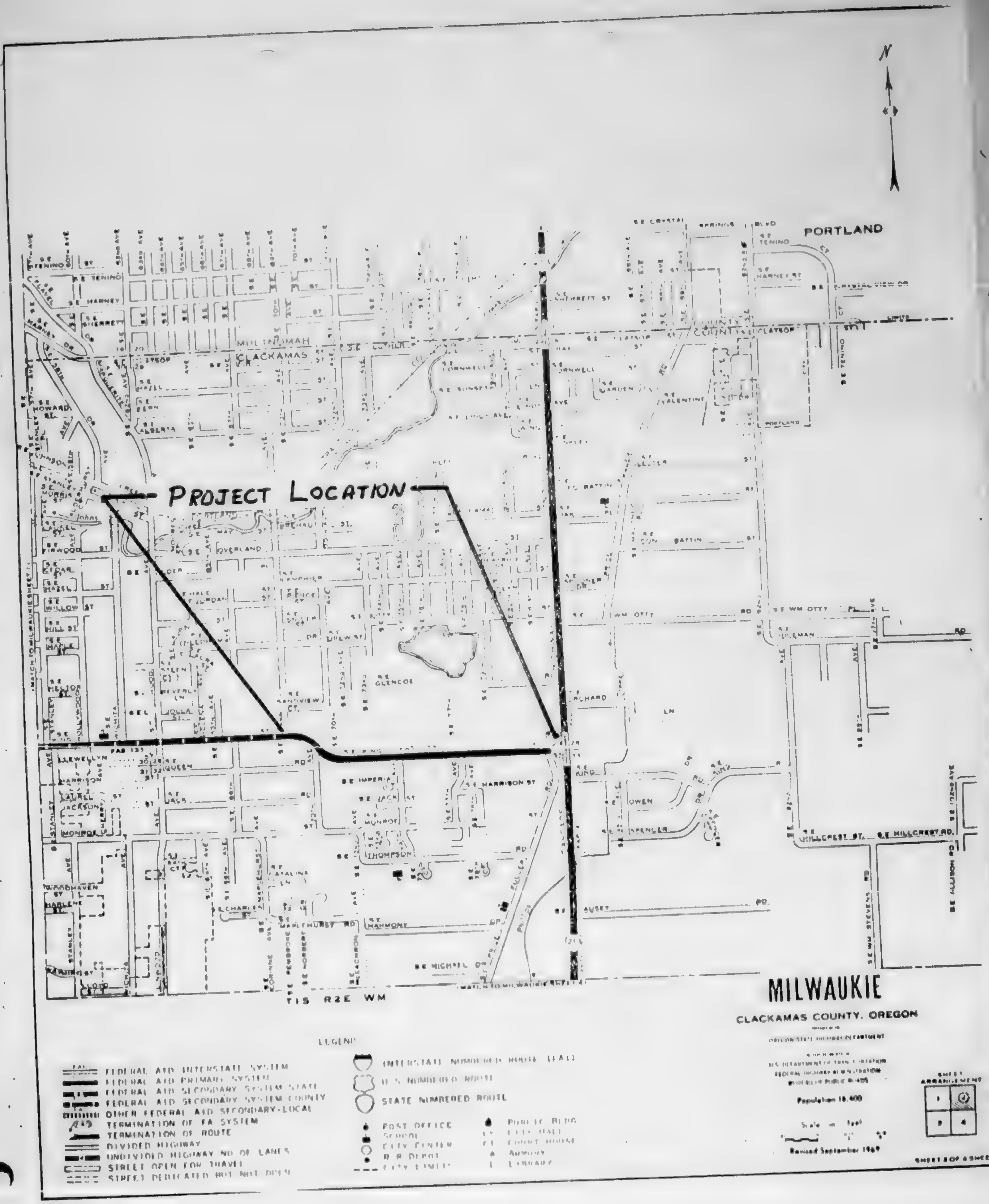
Presently the County is preparing an assessment for the project and a request for the Highway Division to do the work. We should have those documents in our hands this week. I have already requested Rob Cameron to gather the necessary field information for preparation of the plans and specifications. That information should be in Mr. Versteeg's office by the end of this week. Please advise if there is any other information that either of you require to move this project along as outlined.

ELH/cr
cc E. S. Hunter
Frank Terpin

Vern
See me Re.
H

6/24/76
Copy to Bill Swan
Please program P.F.
As soon as possible.
RL.

PROJECT MANAGEMENT
JUN 14 '76
REFER TO
Vern
FOR
Info | Investigate | R.D. | Action | File

N
PORTLAND
MULTNOMAH
CLACKAMAS
COUNTY
LIMITS
PROJECT LOCATION
SE TENINO ST
SE HARNEY ST
SE CRYSTAL SPRINGS BLVD
SE IMPERIAL VIEW DR
SE CLAYBORN ST
SE HOWARD ST
SE OVERLAND
SE GLENCOE
SE WM OTTY RD
SE HARRISON ST
SE KING
SE OWEN
SE SPENCER
SE HILLCREST ST
SE HILLCREST RD
SE MONROE
THOMPSON
SE CHARLES
SE HARMONY
SE MICHAEL DR
SE WM STEVENS RD
SE ALLISON RD
SE 122ND AVE
LLEWELLYN
QUEEN
LAUREL
JACKSON
MONROE
WOODHAVEN
HARLENE
FIREWOOD
CEDAR
HAZEL
WILLOW
HILL ST
MAPLE
STANLEY
T1S R2E WM
MATCH TO MILWAUKIE SHEET 4
MILWAUKIE
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 16,400
Scale in feet
Revised September 1969
SHEET ARRANGEMENT
1
2
3
4
SHEET 2 OF 4 SHEETS
LEGEND
FAI
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

Are provisions for illumination desired? Not at present

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? Does not apply

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$36,000.00
Right-of-Way Costs (If participating)	0
Traffic Control	1,800.00
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary Engineering	3,800.00
PROJECT TOTAL	$41,600.00

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of

By

By

Clackamas County

By

By

By Thomas D Telford

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location No provisions at present
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type

Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work Paving on existing roadbed

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Does not apply

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Traffic actuated signals under construction at King Rd. @ Bell Ave.

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date April 12, 1976

Applicant Agency Clackamas County
Federal Aid System Route No. FAU ~~0500~~ 971A Route Name King Road
Project Name King Road

Project Length 3600 Ft. Project Location (Attached sketch map)
Project Description The project consists of resurfacing King Rd. between 82nd Ave. and Bell Ave. to remove many irregularities and potential traffic hazards in the road surface to promote safer smoother traffic flow

Average Daily Traffic 11,000 (1975 est.) Design Speed 35 M.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 48' Travel Lanes 4 Shoulders none
Medians none Parking no
Sidewalks yes
Other

2. Desired Roadway Cross Section: (Attach sketch) Same as #1

Width 48' Travel Lanes 4 Shoulders none
Medians none Parking no
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES:

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SUMMARY

APPLICANT AGENCY Clackamas County
ROUTE NAME S.E. King Road FAU NO. ~~0500~~ 9714
PROJECT TITLE S.E. King Road - 82nd Avenue to Bell Road
PROJECT LENGTH 3600 Feet PROJECT LOCATION Between 82nd Ave. and Bell Rd.
PROJECT DESCRIPTION Resurface existing pavement to eliminate irregularities and potential safety hazards.

APPLICANT'S ESTIMATE OF PROJECT COST

ROADWAY WORK	$ 36,000.00
RIGHT OF WAY	----
TRAFFIC CONTROL	1,800.00
ILLUMINATION	-----
STRUCTURES	-----
RAILROAD	-----
OTHER	-----
PRELIMINARY ENGINEERING	3,800.00
TOTAL	$ 41,600.00

SCHEDULE AND FUNDING PLAN

	FY 76	FY__	FY__	FY__	FY__	TOTAL
TOTAL	$ 41,600.00					41,600.00
FHWA	$ 32,400.00					32,400.00
UMTA	$ ------					----
STATE	$ 4,600.00					4,600.00
LOCAL	$ 4,600.00					4,600.00
STATE BOND	$					
	$					

LOCATION:

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

June 17, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE JUN 18 1976 RSC
SO REGION I RBI
ENV LOC

Mr. Ed Hardt
Region Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Jon Rose

Enclosed please find the King Road improvement project request for Federal Aid Urban funds.

The King Road project has been included in the FY76 annual element in the Transportation Improvement Program.

Please review and forward to the City-County in Salem for processing. If further information is needed do not hesitate to call.

WINSTON W. KURTH - County Engineer

By Bernard L Straight

BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encl.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 18, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: FAUS Project
King Road Improvement
Clackamas County

Here is a package from Clackamas County requesting an overlay project on King Road from 82nd Avenue to Bell Avenue. This project has been added to the fiscal year 1976 TIP and, therefore, can be considered as having CRAG approval. Included in the package from the County are a project request form with signatures of the County Commissioners, a copy of the appropriate sheet from CRAG's TIP, a draft environmental assessment, and a sketch map showing the general location of the project. We are holding the environmental assessment in the Region office pending review by Region Environmentalist Craig Markham, but the other items are forwarded for your processing.

Region 1 would like very much to expedite this project so that it might be constructed this season, and with that in mind has done the necessary field engineering. This project is the subject of a letter to Mr. Rulien from Mr. Hardt dated June 14. Locating Engineer Rob Cameron submitted the field data today and we would like processing to proceed as rapidly as possible. The environmental assessment will be forwarded to the Environmental Unit shortly.

Owen
Pls expedite
the process.
Advise me of
any delays.
H

JR/lms
Attachment
cc: Gary Potter

6/24/76
Copy of data to
Buz Swan for Programming.
PM.

PROJECT MANAGEMENT
JUN 21 76
REFER TO

Info	Investigate	R/D	Action	File	Letter	See me

✓

faus (2)

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SE Bell Ave.-SE 82nd Ave.

Date June 23,1976, 19

Highway King Road M 9714( )

Authorization No. 1

County Clackamas

Survey Prefix 203-1929 (Assigned by Salem office)

Description of termini, route, length, etc.:

East of Milwaukie City Limits and 7 miles North of Oregon City.

Length: 0.72 mile.

THIS PREFIX SUPERCEDES OTHER PREFIX CHARGES MADE PRIOR to 7-9-76.

Purpose of survey: Prepare Plans & Specifications for Overlay Project, Clackamas County to be billed 0 for Preliminary Engineering.

RECEIVED
COUNTY & CITY SECTION
JUL 13 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Estimate of cost:

Plans	905	500
Soils	910	1,000
Specifications	921	250

M-9714( )

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,750

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

[illegible] ENGINEERING SECTION
P.E. APPR. 7-9-76
FED. AID FAUS STATE

S.E. BELL AVE.-S.E. 82ND AVE. SECTION

PROJECT NO. M-9714(1)

anes bituminous surfaced curbed

with S.E. 82nd Ave.

s bituminous surfaced curbed section.

ject consists of the following:

l phases.

pavement a 48-foot curb to curb sec-
work common to this type of project.

, Water Developments, Historical and

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan.

(b) Design Approval -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 3.

S.E. BELL AVE.-S.E. 82ND AVE. SECTION

PROJECT NO. M-9714(1)

Existing Facility: Four 12-foot lanes bituminous surfaced curbed section.

Adjacent Sections:

East End -- "T" intersection with S.E. 82nd Ave.

West End -- Four 12-foot lanes bituminous surfaced curbed section.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Resurface with high-type pavement a 48-foot curb to curb section and other incidental work common to this type of project.

Right of Way: None required.

System Action, Airports, Railraods, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Cleari
2 Clearinghouse A-95 review under working agreemen

FHPM 7-7-2 Requirements: Nonmajor action project
graph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Pla
as the project will not result in alteration of la
patterns that would require a significant change i
or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under O

(b) Design Approval -- Not a factor in the de
project.

Note: This project is in Congressional District N

FORM PR-1
(REV. 4-61)

7-1-76

FEDERAL-AID PROGRAM DATA

ON (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ell Ave. to SE 82nd Ave. (King Rd.)	ADT	11,000	20,900	96	10	Oregon	41	W36	85

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. NO.	T. Projects Only POST MI.	T. Projects Only DESIG.
								M-	9714 (1)			

	COUNTY NAME	CODE	PROGRAM STAGE
tem	Clackamas	005	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9714	Co.Rd.	--

TEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
53		0.68	3,800	2,970	415	415 (Co.)	
	"SE Bell Ave.-SE 82nd Ave. Section"	0.68	37,800	29,550	4,125	4,125 (Co.)	ROW - 60' minimum; Access Control - none; Parking Restrictions - complete.
DRH	PROJECT TOTALS	0.68	41,600	32,520	4,540	4,540 (Co.)	

REMARKS

-Over-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	7-1-76

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	Co.Rd., SE Bell Ave. to SE 82nd Ave. (King Rd.)		11,000	20,900	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	PE, High-Type Pavement								M-	9714 (1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Urban System	Clackamas	005

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	9714	Co.Rd.	--

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			0.68	3,800	2,970	415	415 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201		"SE Bell Ave.-SE 82nd Ave. Section"	0.68	37,800	29,550	4,125	4,125 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH	PROJECT TOTALS	0.68	41,600	32,520	4,540	4,540 (Co.)

PROGRAM APPROVAL DATES

REMARKS

845 13

July 1, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-9714(1)

We are submitting program data for one project, Item No. 85, Project No. M-9714(1), "S.E. Bell Ave.-S.E. 82nd Ave. Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $3,800 with an obligation of $2,970 in Federal funds.

DRH:jb

Attachments

cc: Ed Hardt (Region 1)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 6, 1976

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Clackamas County Overlay
King Road, 82nd Avenue to
Bell Avenue

TO: E. S. Hunter
Deputy State Highway Engineer

It is reported that Clackamas County will pay the engineering costs accrued before programming with FHWA. Agreement is being processed with Clackamas County. CRAG has acted and approved for 1976 T.I.P. Rulien has indicated that we should proceed. Design is working on this project now.

A Class 14 prefix will be assigned and Clackamas County will be billed for survey and design costs.

NOTED - signed
E. S. HUNTER

GCW:mc

cc E. L. Hardt
L. W. Rulien
J. H. Versteeg

RECEIVED
STATE HWY ENGR
JUL 7 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-9714(1)

STATE PROJECT NO.
SE Bell - SE 82nd Ave.

COUNTY NAME
Clackamas

PROGRAM NO.

ITEM NO.
M-85

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green,
Division Administrator

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/E	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-9-76	FEDERAL ROUTE NUMBER FAU 9714 STATE ROUTE NUMBER County Road

GENERAL LOCATION:
King Road - SE Bell to SE 82nd Ave Section

GENERAL DESCRIPTION OF WORK:
Preliminary engineering - High type pavement (Code 6201 Miles 0.68)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC 3,800 -- FF 2,970

☒ OTHER *(Specify)* Program Approval
(TEC 41,600 FF 32,520)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-1-76 letter, I approve this project for inclusion in the Federal Aid program and concur that it is a non-major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 7-1-76 letter, you are authorized to proceed with the work as shown above.

[illegible]

DATE 7-9-76	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

S.E. BELL AVE.-S.E. 82ND AVE. SECTION

PROJECT NO. M-9714(1)

lanes bituminous surfaced curbed

with S.E. 82nd Ave.

es bituminous surfaced curbed section.

oject consists of the following:

all phases.

e pavement a 48-foot curb to curb sec-
l work common to this type of project.

ds, Water Developments, Historical and
ed.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan.

(b) Design Approval -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 3.

S.E. BELL AVE.-S.E. 82ND AVE. SECTION

PROJECT NO. M-9714(1)

Existing Facility: Four 12-foot lanes bituminous surfaced curbed section.

Adjacent Sections:

East End -- "T" intersection with S.E. 82nd Ave.

West End -- Four 12-foot lanes bituminous surfaced curbed section.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Resurface with high-type pavement a 48-foot curb to curb section and other incidental work common to this type of project.

Right of Way: None required.

System Action, Airports, Railraods, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearing
2 Clearinghouse A-95 review under working agreements

FHPM 7-7-2 Requirements: Nonmajor action project as
graph 10e.

FHPM 4-4-2 Requirements: Urban Transportation Plann
as the project will not result in alteration of land
patterns that would require a significant change in
or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Ore

(b) Design Approval -- Not a factor in the dev
project.

Note: This project is in Congressional District No.

FORM PR-1
(REV. 4-61)

7-1-76

FEDERAL-AID PROGRAM DATA

(typewriter spaces) ve. to SE 82nd Ave. (King Rd.) 60	ADT	PRESENT 11,000	FUTURE 20,900 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W36 (4) (9)	ITEM NO. 85 (14) (18)

62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 9714 (1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27	

COUNTY NAME Clackamas	CODE 005 (14) (16)				PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. U	FEDERAL-AID 9714 (32)	STATE Co.Rd. (36)	U.S. -- (37) (41)		

RECEIVED
COUNTY & CITY SECTION
JUL 14 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ RE ☐
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
	0.68	3,800	2,970	415	415 (Co.)	
"SE Bell Ave.-SE 82nd Ave. Section"	0.68	37,800	29,550	4,125	4,125 (Co.)	ROW - 60' minimum; Access Control - none; Parking Restrictions - complete.
DRH PROJECT TOTALS	0.68	41,600	32,520	4,540	4,540 (Co.)	
		(16) (23)	(24) (33)	REMARKS		

-Over-

FAUS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 7-1-76

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–68: Co.Rd., SE Bell Ave. to SE 82nd Ave. (King Rd.)	ADT	PRESENT (66)–(70): 11,000	FUTURE: 20,900	YEAR (71)–(72): 96	REGION: 10
						STATE NAME: Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: PE, High-Type Pavement	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23: M-	NUMBER: 9714 (1)

CARD 4	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Clackamas				CODE (14): 005
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U	FEDERAL-AID: 9714	(32) STATE: Co.Rd.	(36)(37) U.S.: --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43–46	WORK STEP 53	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
5					**PE**			0.68	3,800	2,970	415	415 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201		"SE Bell Ave.-SE 82nd Ave. Section"	0.68	37,800	29,550	4,125	4,125 (Co.)
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.68	41,600 (16)–(23)	32,520 (24)–(33)	4,540	4,540 (Co.)

RECEIVED
COUNTY & CITY SECTION
JUL 14 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ BE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

1 | 14 | PROGRAM APPROVAL DATES

JUL 9 1976

FHWA OREGON DIVISION

REMARKS

FAUS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9714(1)

STATE PROJECT NO. SE Bell - SE 82nd Ave.

FROM:
G. L. Green,
Division Administrator

PROGRAM NO.

ITEM NO. M-85

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUL 14 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ● UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-9-76

FEDERAL ROUTE NUMBER FAU 9714

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

King Road - SE Bell to SE 82nd Ave Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering - High type pavement (Code 6201 Miles 0.68)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC 3,800 -- FF 2,970
☒ OTHER *(Specify)* Program Approval
(TEC 41,600 FF 32,520)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-1-76 letter, I approve this project for inclusion in the Federal Aid program and concur that it is a non-major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 7-1-76 letter, you are authorized to proceed with the work as shown above.

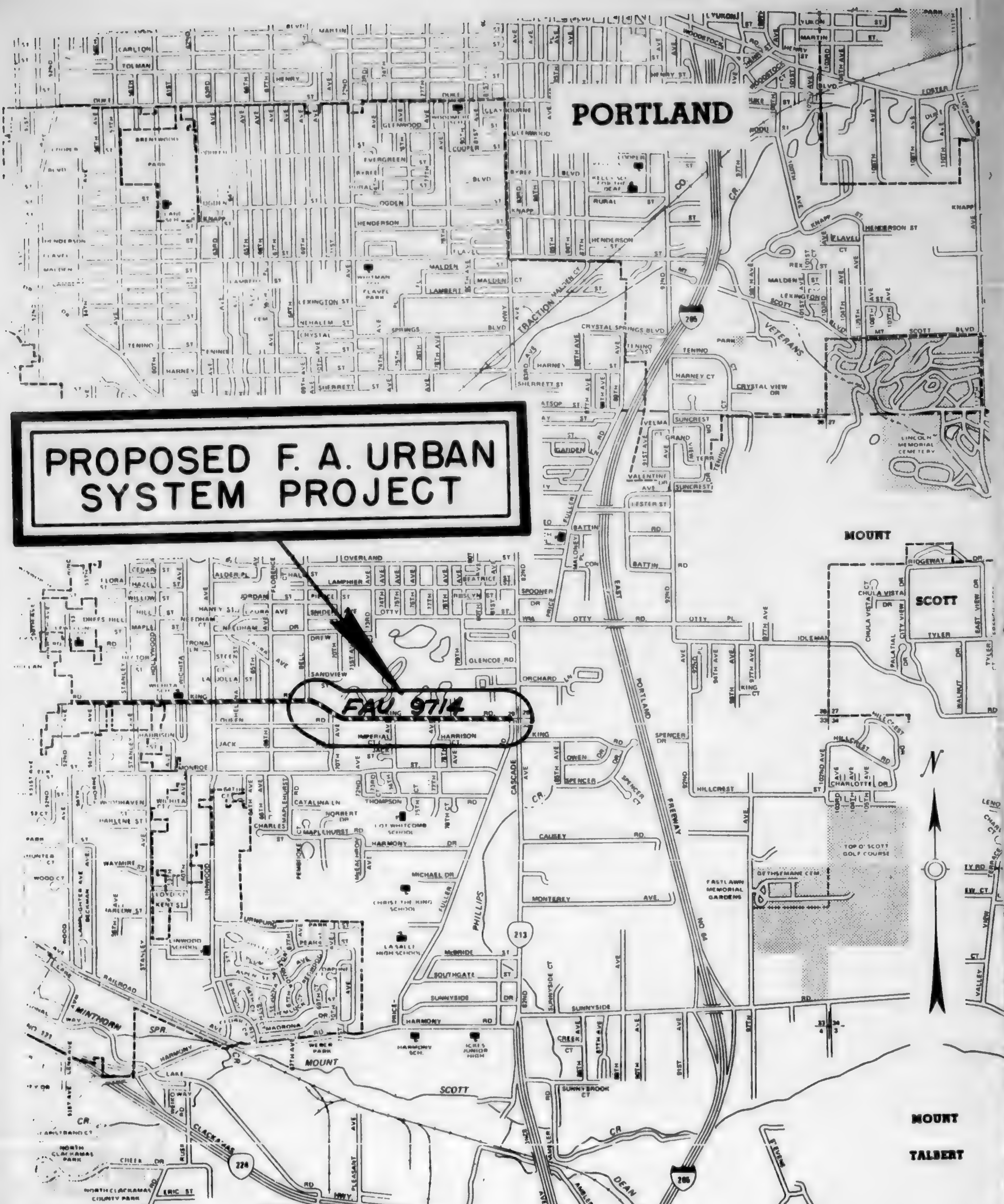
DATE 7-9-76

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 9714
PORTLAND
MOUNT SCOTT
MOUNT TALBERT
N
EAST PORTLAND FREEWAY
LINCOLN MEMORIAL CEMETERY
TOP O' SCOTT GOLF COURSE
EASTLAWN MEMORIAL GARDENS
GETHSEMANE CEM.
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
CLACKAMAS HIGH SCHOOL
NORTH CLACKAMAS COUNTY PARK
KING RD
HARMONY RD
SUNNYSIDE RD
OTTY RD
CLACKAMAS HWY
MINTHORN SPR. CR.
MOUNT SCOTT CR.
KELLOGG CR.
205
213
224

CLACKAMAS COUNTY
Proposed Urban System Project

Bell Ave.-82nd Ave. Section
King Rd., FAU 9714
Pave
0.68 mile
$42,000

This project consists of placing an asphaltic concrete overlay on King Road between Bell Avenue and 82nd Avenue

Provide all necessary engineering.

Provide necessary striping.

76-g
7/14/76

8 d 2 i

13

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
JUL 27 1976

DATE: July 19, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the July 27 meeting will be five requests for approval of Urban System projects.

The City of LaGrande is requesting a $172,000 project to widen and improve Cove Avenue and Portland Street.

A $480,000 project to construct a four-lane section on Halsey Street is being requested by the City of Portland.

The City of Tualatin is requesting a $76,000 preliminary engineering project to prepare final plans for construction of a four-lane section on 65th Avenue and Nyberg Road.

Clackamas County submitted two project requests. One is a $42,000 paving project on King Road. The other is a $837,000 project to widen and improve a 5.3-mile section of River Road between Milwaukie and Gladstone.

Federal Urban System funds for these projects is estimated at $1,253,460 with the State providing approximately $176,770 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. E. Schwartz

E. L. Hardt
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:sch ia

N

VISION

ECT

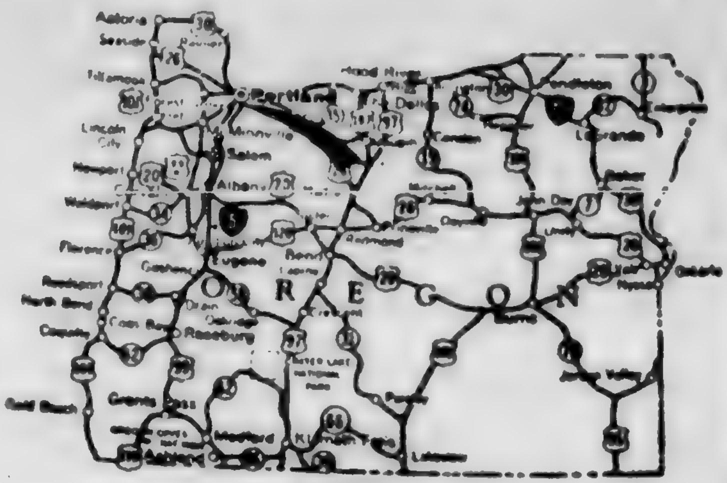
2ND AVE. SEC.

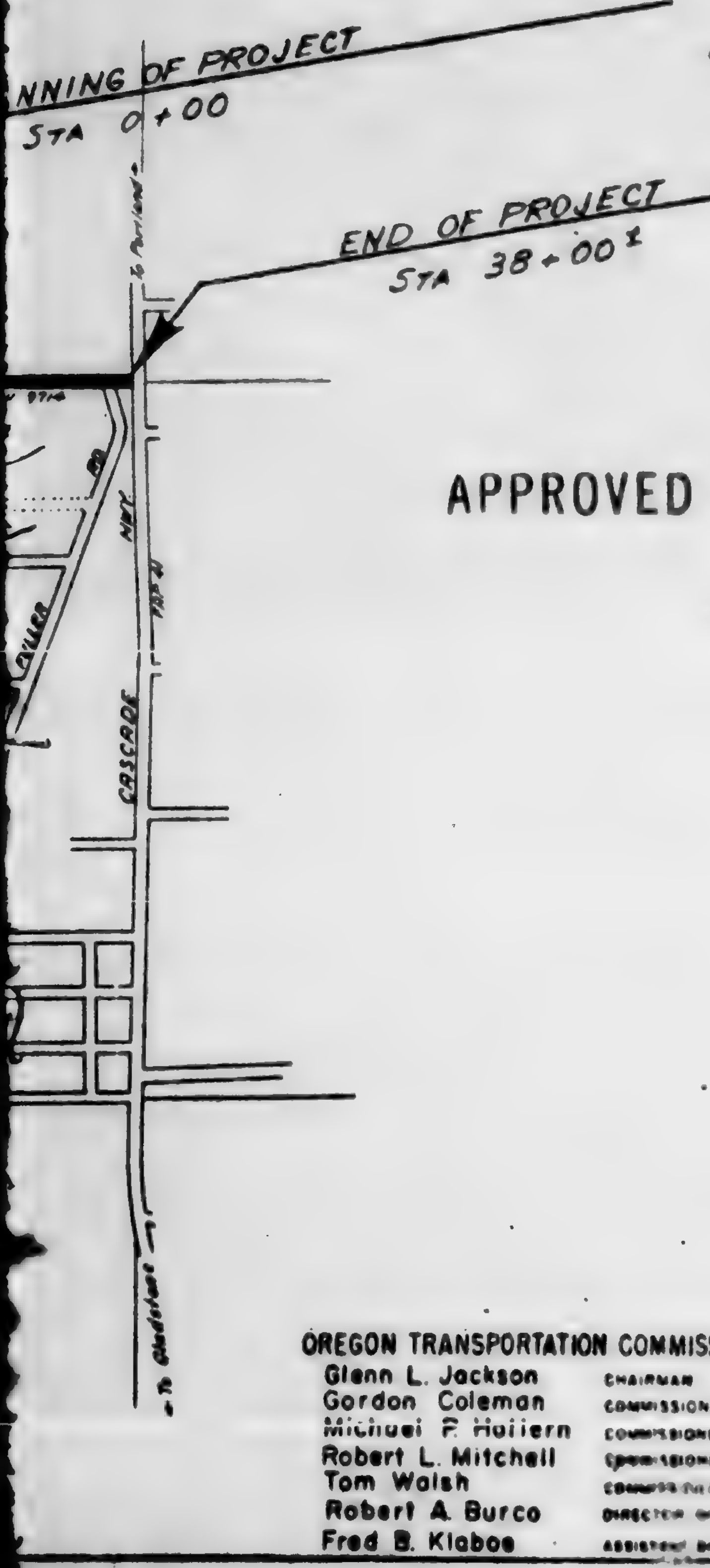
RD)

PRELIMINARY COPY
JUL 14 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

S.E. BELL AVE. ~ S.E. 82ND AVE. SEC. FAU 9714 (S.E. KING RD) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAU


Astoria
Seaside
Tillamook
Portland
Lincoln City
Newport
Salem
Albany
Waldport
Eugene
Florence
Reedsport
North Bend
Coos Bay
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Bend
Redmond
The Dalles
Hood River
Pendleton
La Grande
Baker
John Day
Burns
Ontario
Lakeview
O R E G O N


BEGINNING OF PROJECT
STA 0+00
END OF PROJECT
STA 38+00±
9714
To Portland
CASCADE HWY
To Gladstone

APPROVED Winston W. Kurth
Co. Engr.

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

S.E. BELL AVE. ~ S.E. 82ND AV FAU 9714(S.E. KING RD) CLACKAMAS COUNTY		
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

FAU

PRELIMINARY COPY
JUL 14 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE OF OREGON

ATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

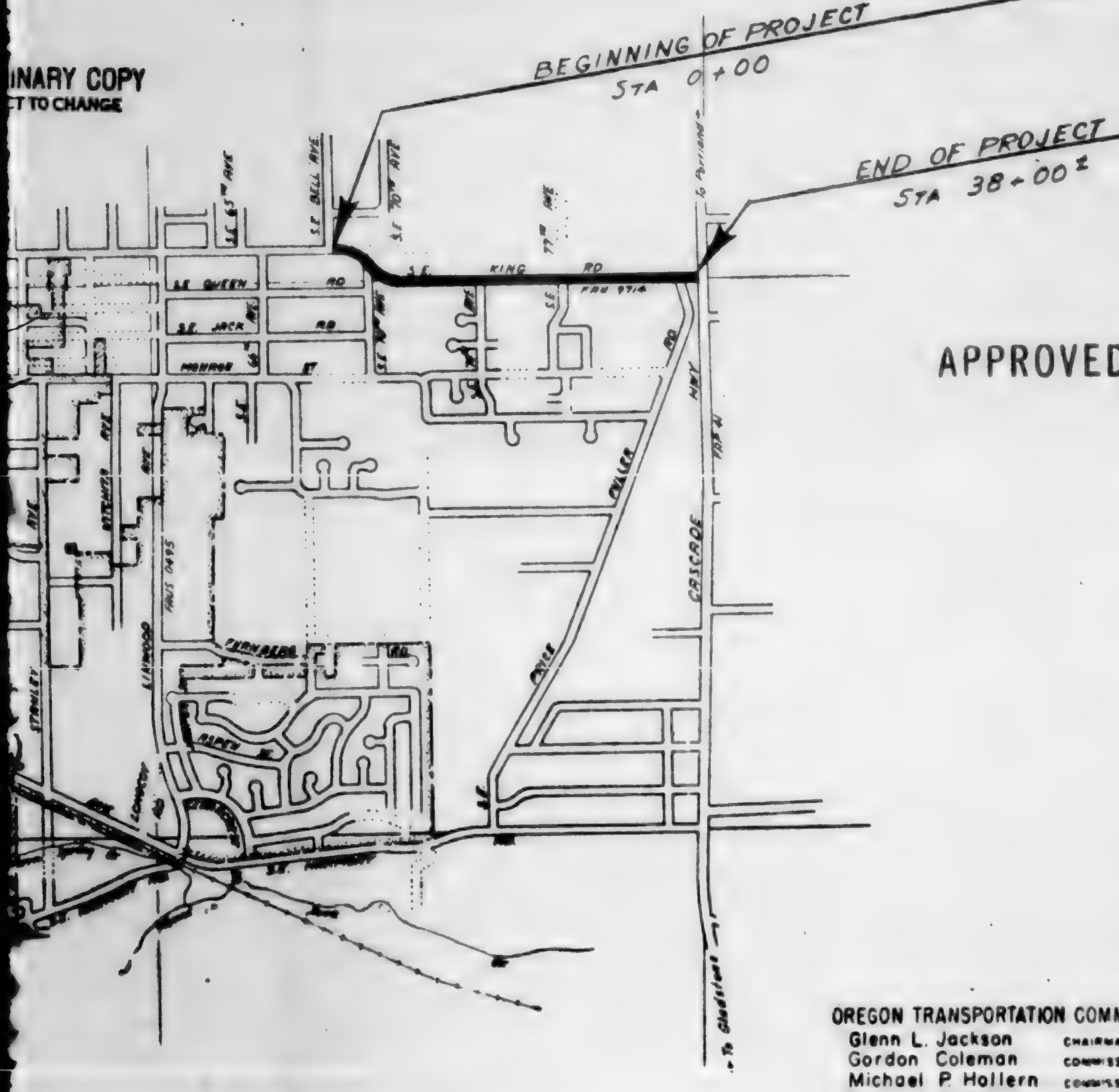
L AVE. ~ S.E. 82ND AVE. SEC.

FAU 9714(S.E. KING RD.)

CLACKAMAS COUNTY

Astoria
Seaside
Tillamook
Portland
Hood River
Salem
Newport
Florence
Eugene
Bend
Coos Bay
Roseburg
Grants Pass
Medford
Gold Beach
O R E

INARY COPY
CT TO CHANGE


BEGINNING OF PROJECT
STA 0+00
END OF PROJECT
STA 38+00±
S.E. BELL AVE
S.E. 65th AVE
S.E. 70th AVE
S.E. 77th AVE
S.E. KING RD
FAU 9714
S.E. QUEEN RD
S.E. JACK RD
MONROE ST
To Portland
FULLER RD
CASCADE HWY
LINWOOD
STANLEY
FURNBERG
To Gladstone

Sketch Map
Scale 400 0 400 800 Feet

APPROVED Winston W. Kuth
Co. Engr.

H. S. Coulter STATE HIGHW

E. S. Hunter DEPUTY STA

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson CHAIRMAN
Gordon Coleman COMMISSIONER
Michael P. Hollern COMMISSIONER
Robert L. Mitchell COMMISSIONER
Tom Walsh COMMISSIONER
Robert A. Burco DIRECTOR OF TRANSPORTATION
Fred B. Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRA
FEDERAL HIGHWAY AD
APPROVED:
DISTRICT ENGINEER

8424 7-27-76

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSED

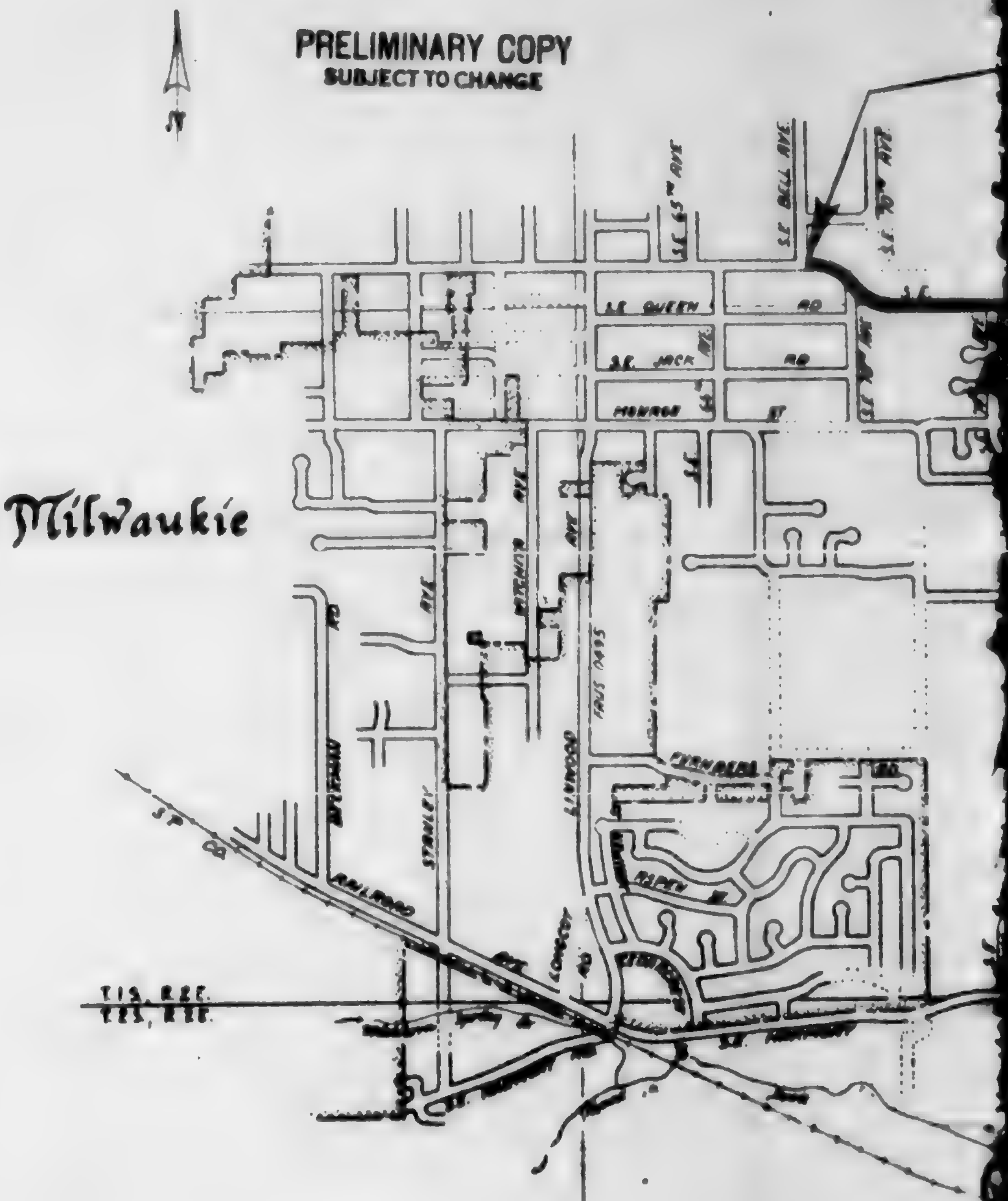
S.E. BELL AVE. ~ S.E

FAU 9714(S.E. K

CLACKAMAS CO

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PRELIMINARY COPY
SUBJECT TO CHANGE


Milwaukie
S.E. 65th AVE
S.E. BELL AVE
S.E. 70th AVE
S.E. QUEEN RD
S.E. JACK RD
MONROE ST
AVE
LINWOOD
STANLEY
RAILROAD AVE
S.P. CO.
FURNBERG
RD
T1S, R2E.
T2S, R2E.
S.E. HARMONY

Sketch Map
Scale

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-9714(-)
Project Name Bell Avenue-82nd Avenue
King Road, FAU 9714

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 29th day of July, 1976

County of Clackamas

Stan Skoko
Chairman

Commissioner

Thomas D Telford
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ DPE ☑ CE ☐ RE ☐ RPE ☐

8-9-76
COPIES TO: J.R. Oakes
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

7 & 24

August 16, 1976

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5799

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on the Bell Avenue-82nd Avenue Section of King Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8424

15

M-9714(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator Salem, Oregon	**PROGRAM NO.**	**STATE PROJECT NO.** See below
	ITEM NO. M-85	**COUNTY NAME** Clackamas
		PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO
[illegible]
FOR

DATE PS&E APPROVED 8-4-76	**DATE AUTHORIZATION EFFECTIVE** 8-4-76	**FEDERAL ROUTE NUMBER** FAU-9714
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"S.E. Bell Ave - 82nd Ave"

GENERAL DESCRIPTION OF WORK:
Paving (Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Permanent pavement striping $300.00

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-9-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 8-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $62,493 - Federal funds $51,833.

A signed copy of the Title sheet is returned herewith.

DATE 8-16-76	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FAUS

August 31, 1976

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

Gentlemen:

On August 26, 1976 a satisfactory bid was received from Cascade Construction Company, Inc. for S.E. Bell Avenue-S.E. 82nd Avenue Section, FAU 9714. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$49,972.00
Permanent Pavement Striping	300.00
4½% Contingencies	2,262.24
10% Engineering	5,027.20
ESTIMATED TOTAL COST	$57,561.44

County's Advance Deposit:
7% of $57,561.44 = $4,029.30 or say $4,050.00

Please make your check in the amount of $4,050.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose Region 1 Federal Aid Engineer, P.O. Box 02157, Portland Oregon 97202.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

bc w/att: Jon Rose - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD 240 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☑ RPE ☐

G-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 15, 1976

Federal Aid Project
No. M-9714(1)

S.E. Bell Ave.-82nd Section
FAU 9714, King Road
Clackamas County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 3,800.00
Type Code 6201 Roadway (Sta. 0+00 to Sta. 38+00)			
Temporary Protection and Direction of Traffic	All Required		$ 9,500.00
Temporary Signs	272 sq. ft.	8.50	2,312.00
Flagmen	480 hr.	1.00	480.00
Class "E" Asphalt Concrete Mixture	1,680 ton	11.00	18,480.00
Ashpalt Cement in Mixture	155 ton	60.00	9,300.00
Class "C" Asphalt Concrete Mixture in Leveling	560 ton	13.25	7,420.00
Portland Cement or Lime Additive in Class "E" Mixture	17 ton	60.00	1,020.00
Asphalt in Tack Coat	4 ton	240.00	960.00
Adjusting Inlets	4 only	125.00	500.00
			$49,972.00
Anticipated Items Permanent Pavement Striping	All Required		$ 300.00
	Subtotal		$50,272.00
	Engineering		5,027.00
	TOTAL		$55,299.00

Length of Project . . . . 0.720 mile
Cost of Roadway Per Mile . . . $76,804.16

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,800.00	$ 3,260.00	$ 270.00	$ 270.00
Roadway	55,299.00	47,445.00	3,927.00	3,927.00
TOTALS	$59,099.00	$50,705.00	$4,197.00	$4,197.00

Group 1 - 100 Percent
Contract No. 8424
Prefix No. 303-1061
Prefix No. 203-1929 P.E.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8-2-76 [illegible] COPY

Form Approved; O M B No. 04-R2089

- TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 9-101

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

9 22 76

State: **Oregon**

County: **Clackamas**

Project No. **M-9714(1)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S.E. Bell Avenue to S.E. 82nd Avenue (King Rd.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-9-76	0.72
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-76	0.72
OTHER *(Specify)*		

FUNDS Pro-rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 59,099	$ 50,705

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______
Acting Deputy State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
for G. L. Green

Date executed by Division Administrator 9-22-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed Oct. 26, 1976

Semi-Final submitted November 12, 1976

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8424

13

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S. E. Bell - S. E. 82nd Ave.	WEEK ENDING: November 13, 1976
		SECTION PREFIX 303-1061
	HIGHWAY FAU 9714 (King)	COUNTY Clackamas
NAME OF JOB S. E. Bell - S. E. 82nd Ave.	KIND OF WORK Paving	
CONTRACTOR Cascade Const. Co., Inc.	CONTRACT NUMBER 8424	FEDERAL AID PROJECT NUMBER M-9714 ~~(II)~~ (1)
DATE OF CONTRACT Sept. 17, 1976	DATE WORK STARTED Oct. 6, 1976	COMPLETION DATE Oct. 26, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 30 SPECIFIED COMPLETION DATE	WORK DAYS USED CALENDAR DAYS USED 26 PERCENT OF TIME ELAPSED 87
PROJECT AUTHORIZATION: $ 57,561.44		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 52,534.24	ENGINEERING AUTHORIZATION $ 5027.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,534.24	ENGINEERING COST TO DATE $ 3001.98	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 59.7%	DATE PROJECT WAS COMPLETED: Oct. 26, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.7
MILES PARTIALLY COMPLETED					0.7
MILES COMPLETED					0.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2240
TOTAL QUANTITIES CORRECTED TO DATE					2179
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2179
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Project Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Project Completed - No Activity			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 15 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

#[illegible]

U. S. DEPARTMENT OF TRANSPORTA[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F[illegible]ERAL AID PROJECT NO. 9714(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM NO.

ITEM NO. M-85

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
[illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-4-76	10-26-76	FAU 9714	County Road

GENERAL LOCATION:
"SE Bell Ave - 82nd Ave."

GENERAL DESCRIPTION OF WORK:
Permanent pavement striping by County Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON AN XXXXXXX XXXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of County Forces as being in the public interest, as requested by State Force Order No. 1 in the amount of $1,500 - Federal Funds $1,290.

DATE 11-15-76

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-555

Construction

Statement of Overruns and Underruns
(continued)

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
6.	Class "C" Asphaltic Concrete in Leveling	Ton	560	806.793	+ 44.1 %

The existing pavement had utility trenches throughout the project length, and most of these trenches had settled somewhat, and also the pavement surface was rutted badly. Therefore; we paved a thin lift on all lanes throughout the projec to level for the "E" mix wearing surface. This resulted in the overrun.

7.	Portland Cement or Lime Additive in Class "E" Mixture.	Ton	17	13.64	- 19.8 %

See Item 4.

8.	Asphalt in Tack Coat.	Ton	4	5.115	+ 27.9 %

The entire existing pavement was patched requiring tack application and tack was again required prior to "E" mix placement.

9.	Adjusting Inlets	Each	4	13	+ 225.0 %

There was a total of 26 inlets within the project limits. Two (2) inlets were abandoned and buried. Eleven (11) inlets were not adjusted - their grate elevations being close to finish grade. The remaining thirteen (13) inlets required adjustment to match to pavement overlay.

PA # 1	Deduction for Change in Specifications.	Ton	1680	1373.928	- 18.2 %

Explanation for Item 4 applies.

SFO # 1	Permanent Pavement Striping			$ 1500.00	

No changes have been received from the county to date on this order.

	Engineering		$ 5,027.20	5,000.00	- 0.5 %

Res. Engr.

Statement of Overruns and Underruns

S. E. Bell Ave. - S. E. 82nd Ave.
FAU 9714 (King Road)
Clackamas County
Contract 8424

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT + or -
Contract Bid Items	$ 49,972.00	$ 48,330.32	- 3.3 %
Anticipated Items	300.00	1,500.00 + or -	+ 400.0 %
Contingencies	2,262.24	- 343.48	- 115.2 %
Engineering	5,027.20	5,000.00	- 0.5 %
TOTALS	57,561.44	54,486.84	- 5.3 %

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Temporary Protection and Direction of Traffic	Lump Sum	100	100	-
2.	Temporary Signs	Sq. Ft.	272	116	- 57.4 %

The project paving only took two (2) days. Signs were placed on King Rd. only signs specified on 82nd and other side streets were eliminated. The total length of the project was only 0.7 miles; therefore, signs were installed at both ends of project. Cones were placed throughout the project, and three (3) flagmen were used to direct the traffic. This method worked very well.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
3.	Flagmen	Hours	480	37	- 92.3 %

Flagmen were needed only during the existing pavement preparation & paving.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
4.	Class "E" Asphalt Concrete Mixture	Ton	1,680.00	1,373.928	- 18.2 %

The class "C" mixture in leveling overran the original quantity; therefore, the "E" mixture was placed 1¼ " thick in lieu of planned 1½ " thickness to keep the project within the authorization.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
5.	Asphalt Cement in Mixture	Ton	155	138.885	- 10.4 %

The class "E" mixture underran and this item contains higher percentages of liquid asphalt than the class "C" mixture - resulting in underrun of this item.

Clackamas Co

Resident Engineer's Project Critique

S. E. Bell Ave. - S. E. 82nd Ave.
FAU 9714 (King Road)
Clackamas County
Contract 8424
November, 1976

This project consisted of overlaying the existing pavement on King Road between S. E. Bell Ave. and S. E. 82nd Ave.

The project was awarded to Cascade Construction Company, Inc., September 17, 1976. Work began October 6th, and the project was completed October 26th, 1976.

The contractor used 26 of the allowed 30 calendar workdays to complete the project.

Prior to patching the existing pavement, the roadway and roadway gutters required cleaning. The contractor removed 100yd^3 of debris from the existing pavement surface in performing this preparatory work.

The existing pavement was cut up badly from utility trenches and was rutted badly. Therefore; patching (thin lift) was pulled on all lanes through out the project to provide a uniform surface for the "E" mix wearing surface. The "E" mix was placed on a Saturday because contractor's commercial plant cannot make other type mixes while making type "E" mix. This was the contractor's only paving on Saturday, October 9th.

The inlets were adjusted after the paving was completed.

No unusual problems were encountered.

Res. Engr.

REFERRED TO
Board
Cole
Eriksen
Hager
Reed
Sample
✓ Watson LW
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christenson Doc
Scott
Copy Swenson
Savage
Trout

RECEIVED
NOV 29 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **208324**

DATE 11/30/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

$150,000.00

U.S. Bank Savings Certificate Non-Negotiable C/D 5.000%

Dated 11/30/76 Due 12/30/76
Interest At Maturity
Cert # -00 277489 @ 150M
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division"
N/O Cascade Construction Co., Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

G. Johnson

NOT NEGOTIABLE

19-2439 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

ea
Enc

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

8424

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500% Dated 12/13/76 Due 1/31/77 Interest At Maturity CUSIP Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

8424

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ____________________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

NOTED
C. W. HEAD

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

8424

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*87806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) cc-1685

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $4,050.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction on S. E. Bell Ave.-82nd Ave., King Rd., FAU 9714. Covered by agreement dated 8/9/76.		3,050.00
		To be Retained		$1,000.00
		Acct. Ref. CLACKAC 001443 ACT		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $4,050.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1061-297

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8424

March 28, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On March 25, 1977, we wrote to you concerning release of final payment on Contract No. 8424 awarded to Cascade Construction Company, Inc., for paving on the S.E. Bell Avenue-S.E. 82nd Avenue Section of FAU 9714 in Clackamas County.

The total contract amount is $47,986.84 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, OR 97205

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

8424

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

NOTED
C. W. HEAD

8424

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8424 and 8466

In accordance with your memo received April 12th the $5,000 released on 8424 is being applied to 8466 giving a new total on 8466 of $20,000.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with 319 b funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract. However, data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the dates covering the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

GPO 881-120

STATE COPY 8424

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Clackamas
FEDERAL PROJECT NO.: M-9714(1)
URBAN ☒
RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	49,487	
21	LENGTH OF PROJECT	MILES	.720	

DATE STARTED: November 6, 1976
DATE COMPLETED: November 26, 1976
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

CARD	ITEM		UNIT	QUANTITY	
	30	LABOR	TOTAL MAN HOURS: 312	GROSS EARNINGS: 3,202	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	17,678	
	9	PETROLEUM PRODUCTS	GAL.	1,345	
	1	CEMENT	BBL.	73	
CARD C	2	AGGREGATES PURCHASED	TON.	2,042	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	34,560	
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM		SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT		
CARD J	13	CONCRETE PIPE		
CARD K	14	CLAY PIPE AND DRAIN TILE		
CARD L	25	CORR. ALUMINUM CULVERT		
CARD M	26	CAST IRON PIPE		

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 618

#8424 Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (~~E S Hunter~~)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

7

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 7-25-77	REPORT MADE BY W. N. Bryant, A.E.		PROJECT NO. M-9714(1)
COMPLETION DATE 10-26-76	ACCEPTANCE DATE BY CONTRACT AGENCY 3-24-77	TIME ELAPSED 87 %	CONTRACT TIME 30 cal. days
APPROVED EXTENSIONS None	LOCATION Section of FAU Rte. 9714 between S.E. Bell Ave. and S.E. 82nd Ave. approx. 1 mile east of Milwaukie, OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. BELL AVE.-S.E. 82nd AVE.
FAU 9714
Paving

COPY SENT
JUL 29 1977
Washington

8-1-77
cy Keasey

RECEIVED
STATE HWY ENGR
AUG 1 '77
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 7-26-77	TITLE District Engineer	DATE 7-26-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Bell Ave.-82nd Section-King Road **Clackamas County**					
	Preliminary Engineering **Type Code P.E.** State	All Required			$ 1,258.14	
	Construction **Type Code 6201** **Roadway (Sta. 0+00 To 38+00)**					
	Final Contract Payment Summary	Lump Sum			47,986.84	
SFO	#1 Pavement Striping by County	All Required			1,455.63	
	Total Participating Construction				$49,442.47	
	Construction Engineering State	All Required			4,921.42	
	Misc. Project Costs Audit Expense	All Required			78.87	
	Total Participating Cost				$55,700.90	
	Nonparticipating Items Preliminary Engineering	All Required			3.99	
	Construction Engineering	All Required			~~31.84~~	42.65
	Total Nonparticipating Cost				~~$ 35.83~~	46.64
	TOTAL COST				~~$55,736.73~~	55,747.54
	Prepared based on participating costs as shown on Federal Billing as of 4/30/78.					

AMOUNT CARRIED FORWARD......

RM APPROVED BY
MPTROLLER GENERAL,
. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: M-9714(1) CLACK. Co.

VOUCHER PERIOD: FROM 7-9-76 TO 7-26-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$55,736.73	$55,700.90	85.80%	$47,791.37	$47,791.37	$ 0.00	

RECEIVED DIVISION OFFICE		FIELD AUDIT MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS

Oregon

$ 0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

```
S? KING RD SE HARMONY RD       CONT NO 8379 * FA PROJ NOS M   727001 100                                        OC      STATE
                                  303    1059      201       00 P 1                              205,018.31     76      77
                                  303    1059      201       00 N 1                                  571.05     76      77
                                  303    1059      206       00 N 1                                   12.33     77      77
                                  303    1059      270       01 P 1                                1,680.83     77      78
                                  303    1059      296       00 N 9                              202,534.24CR   76      78
                                  303    1059      297       00 N 9                               24,500.00     76      76
                                  303    1059      298       00 N 9                              178,034.24     76      78
                                  303    1059      900       00 P 1                               20,929.00     76      77
                                  303    1059      900       00 N 1                                   65.87     76      77
                                  303    1059      915       00 P 1                                   66.25     77      77
                                                   TOT          P1                              227,694.39
                                                   TOT          N1                                  649.25
                                                ** JOB TOTALS **          **           **       228,343.64  **

SE B???-SE 82ND MILWAUKIE      CONT NO 8424 * FA PROJ NOS M   714001 100                                        00      STATE
                                  303    1061      201       00 P 1                               47,986.84     77      77
                                  303    1061      270       01 P 1                                1,455.63     77      78
                                  303    1061      296       00 N 9                               49,761.89CR   76      78
                                  303    1061      297       00 N 9                                3,050.00
                                  303    1061      298       00 N 9                               46,711.89     76      78
                                  303    1061      900       00 P 1                                4,921.42     76      77
                                  303    1061      900       00 N 1                                   42.65
                                  303    1061      915       00 P 1                                   78.87
                                                   TOT          P1                               54,442.76
                                                   TOT          N1                                   42.65
                                                ** JOB TOTALS **          **           **        54,485.41  **

10TH [illegible] ORE CITY      CONT NO 8425 = FA PRCJ NOS NHS 132014  53 M   607001  47                        00      STATE
                                  303    1062      201       00 P 1                               38,156.98     77      77
                                  303    1062      201       00 P 2                               34,681.92     77      77
                                  303    1062      203       00 P 1                                  596.25CR   77      77
                                  303    1062      203       00 P 2                                  528.75CR   77      77
                                  303    1062      204       00 N 1                                   52.66     77      77
                                  303    1062      204       00 N 2                                   52.66CR   77      77
                                  303    1062      206       00 N 1                                   26.40     78      78
                                  303    1062      270       02 P 1                                   36.20     77      78
                                  303    1062      270       02 P 2                                   36.18     77      78
                                  303    1062      270       03 P 1                                  223.08     77      78
                                  303    1062      270       03 P 2                                   77.43     77      78
                                  303    1062      284       05 P 2                                  433.53     77      78
                                  303    1062      295       00 N 9                                2,000.00     76      76
                                  303    1062      296       00 N 9                  324.76CR     75,454.00CR   76      78
                                  303    1062      298       00 N 9                  324.76       73,454.00     76      78
                                  303    1062      900       03 P 1                                3,811.45     76      78
                                  303    1062      900       03 P 2                                3,679.89     76      78


TOTAL TO DATE JOB COST SUMMARY                                        SEPTEMBER 1978        PAGE  150
                                                                          FISCAL          GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB   DEPARTMENT   PREFIX   FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE       BEG    END
```

CONST

```
                                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE        TO DATE
                                  203    1927      296       00 N 9                                      2,202 40CR
                                  203    1927      901       00 P 1                                        218 97
                                  203    1927      903       00 P 1                                     15,323 17
                                  203    1927      905       00 P 1                                        371 64
                                  203    1927      910       00 P 1                                        159 36
                                  203    1927      911       00 P 1                                        122 72
                                  203    1927      914       00 P 1                                        171 39
                                  203    1927      915       00 P 1                                          7 60
                                  203    1927      920       00 P 1     12 14              12 14            73 05
                                  203    1927      921       00 P 1                                        528 78
                                  203    1927      924       00 P 1                                         25 24
                                                   TOT       P1         12 14              12 14         17,003 82
                                               ** JOB TOTALS **         12 14  **          12 14  **     17,003 82  **

SE BELL AVE-SE 82ND AVE           CONT NO      * FA PROJ NOS M    714001 100                               00     STATE
                                  203    1929      296       00 N 9                                      1,079 48CR
                                  203    1929      298       00 N 9                                      1,079 48
                                  203    1929      901       00 P 1                                        309 67
                                  203    1929      915       00 P 1                                         79 12
                                  203    1929      905       00 N 1                                          3 99
                                  203    1929      910       00 P 1                                        410 86
                                  203    1929      920       00 P 1                                         47 29
                                  203    1929      921       00 P 1                                        349 84
                                  203    1929      924       00 P 1                                         61 36
                                                   TOT       P1                                          1,258 14
                                                   TOT       N1                                              3 99
                                               ** JOB TOTALS **                **                 **     1,262 13  **

REMOVAL OF FIXED OBJECTS          CONT NO        FA PROJ NOS SRS 00S013 100                                00     STATE
                                  203    1931      296       00 N 9                                        180 00CR
                                  203    1931      298       00 N 9                                        180 00
                                  203    1931      901       00 P 1                                         26 40
                                  203    1931      905       00 P 1                                        115 35
                                  203    1931      906       00 P 1                                          8 80
                                  203    1931      915       00 P 1                                         66 25
                                                   TOT       P1                                            216 80
                                               ** JOB TOTALS **                **                 **       216 80  **

CLACKAMAS CO ROS                  CONT NO        FA PROJ NOS ROS 00S003 100              0                 00     STATE
                                  203    1940      901       00 P 1                             224 96       593 60
                                  203    1940      905       00 P 1                                          679 84
                                  203    1940      923       00 P 1                                           43 64
                                                   TOT       P1                                   224 96     1,317 08
                                               ** JOB TOTALS **                **                 224 96  ** 1,317 08  **

GOLF SE CVE BEAVER CR RD          CONT NO        FA PROJ NOS HHS0609001 100                                00     STATE
                                  203    1943      296       00 N 9                                         73 50CR
```

Pe

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-13-78

County Clackamas **Contract No.** 8424 **Date Completed** 10-26-76

Project #M-9714(1) **Section** S.E. Bell Ave.-82nd Dr., King Road

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,262.13
Contract Payment Summary	47,986.84
SFO #1 Pavement Striping by County	1,455.63
Construction Engineering	4,964.07
Audit Expense	78.87
TOTAL COST	$55,747.54
Federal Funds Collected:	
Preliminary Engineering	1,079.48
Construction	46,711.89
BALANCE	$ 7,956.17
Non-Participating Costs:	
Preliminary Engineering	3.99
Construction Engineering	42.65
Amount to be shared by State & County	$ 7,909.53
State Share - 50% of $7,909.53	3,954.77
County Share " " "	$ 3,954.76
Plus Non-Participating Costs	46.64
TOTAL COUNTY SHARE	$ 4,001.40

Reference: Billing Form CC 1913

8424 FILE

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION	
11-2-78	cc 1913		203-1929-297	$ 93.32
			303-1061-297	$858.08

BILL TO: Code:

Clackamas County
902 Abernathy Road
Oregon City, OR 97045
Attn: Mr. John McIntyre, Pub. Wks. Dir.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Urban System Project M-9714(1) S.E. Bell Avenue-82nd Drive King Road Clackamas County Covered by Agreement dated 8-9-76 Contract No. 8424			
TOTAL COST			$55,747.54
Less Federal Funds Collected			47,791.37
Less State Share			3,954.77
County Share			4,001.40
County Advance Deposit			4,050.00
REFUND DUE COUNTY			$ 48.60
(Attach itemized statement to Invoice)			

Advance Deposit Amount	$ 4,050.00
Advance Deposit Previously Transferred to Highway Fund	$ 3,050.00
Balance	$ 1,000.00
Transfer to Highway Fund	$ 951.40
Refund Due	$ 48.60
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	cc 1685

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
G. W. Wimer N H

SP*35736

C & A 5799 8-16-76

8424 S.E. Bell Ave-S.E. 82nd Ave. 1976
E. of Milwaukie
(Paving)

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

By Consultant

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

By Consultant

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

By Consultant

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Long term air quality will be improved by reduction in dust levels due to traffic. There will be an increase in dust during construction. Watering will be required to reduce nuisance to a minimum.

b. Noise Standards

The ambient noise levels will be reduced through provision of a smooth paved surface for vehicular traffic. There will be a temporary noise increase during construction during working hours.

c. Water Quality Standards

Water quality will not be affected by the proposed work.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No changes anticipated.

Consequences:

N.A.

4. Expected Adverse Effects on Natural Ecological Resources:

None - construction will be limited to existing roadways.

Consequences:

N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No changes anticipated.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

Potential dust problem during construction, and need for temporary detours during construction.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use within Richland is mostly residential. Most commercial uses are located along Highway 86 and along First Street. The existing noise pattern is relatively low and is caused by traffic on the highway, light traffic in the residential areas, and individual activities such as lawn mowing. Air quality is generally excellent. No tests have been performed but it is anticipated that most pollutants are components of automotive exhaust. Utilities consist of water, sewer, electric, and telephone services.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way is required.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

Temporary detours will need to be made during construction.

Consequences:

Minor inconvenience to residents and visitors in the affected section.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The topography in Richland is gently sloping to the southeast. Flora consists of trees and shrubs, none of which will be disturbed. Fauna is insignificant.

Soils in the project area consist of 1 to 5 feet of clayey loam, over 1 to 2 feet of cemented clayey silt hardpan. Underlying material is sand and gravel. Groundwater rises nearly to the surface during the irrigation season. The area is bisected by a number of irrigation and drain ditches. Existing street drainage is mostly overland.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The proposed construction is within existing right-of-ways.

Design alternatives are as follows:

1. Do nothing. In this case existing roadways are left undisturbed.
2. Perform major maintenance on existing paved surfaces.
3. Excavate and remove existing unsuitable material and construct new base and paving.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None - Opportunity for hearing will be advertised when project is approved.

Public Hearing(s) Schedule: ☐ Not Required ☐ Required

Type (See above) Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Scheduled mid '75 Date Received

Expected Coordination with Local, State and Federal Agencies The project will be coordinated with local and county police and road officials and with the Oregon Division of Highways.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation The EIS preparation will include input from affected local citizens through comments received at a public hearing, if held.

Description of Project (cont

Right-of-Way (acreage and type of land use) No new right-of-way required.

Typical Section Two 12-foot wide lanes plus 3 foot shoulder on each side.

Bikeway Not provided due to low traffic volume.

Structures Not required.

Additional Facilities Surface cross drains as required.

Access Control None - provide access at each existing driveway.

Materials Crushed rock base, hot plant mix asphalt pavement.

Borrow and Waste Disposal No borrow required. Waste disposal to be used to fill low areas on private property.

Special Construction Methods No special methods required.

Characteristics (ADT) 300

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

Project #
OS-0101(1)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 18 June 1975

A. PROJECT IDENTIFICATION

Name of Project Richland Street Improvements (Section)

Location of Project - N.A. (Highway Name) N.A. (Highway No., US - ORE)

Richland (City) Baker (County) (Region)

Program Offsystem Roads (Funding) $61,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to construct 6 blocks of new paved roadway within existing street right-of-ways.

Origin and History: City application for Federal Funds pending as of above date.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.40 miles city streets

Termini Vine Street from First to Second
First, Second, and Third Streets from Main to Valley
Second Street from Vine to Main

Alignment (new or existing) Existing

8428

CH2M
HILL
engineers
planners
economists
scientists

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUN 24 1975 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

20 June 1975

B04.14

Oregon State Highway Division
LaGrande, Oregon 97850

Attention: Mr. R. C. Lang, Federal Aid Engineer

Gentlemen:

Subject: Grant Application for Richland, Oregon

Attached are a Federal Aid Application and Environmental Assessment for a street paving project for Richland, Oregon. Also enclosed is a draft of the proposed engineering agreement between the City and CH2M HILL. A copy of the engineering agreement has been forwarded to Richland for their consideration, and they have asked us to go ahead with the application in the meantime.

We would be prepared to procede with the project immediately upon notification of grant approval, and to complete the project this season if there are no unforeseen delays in the funding process.

Very truly yours,
LeRoy R. Taylor
LeRoy R. Taylor

ds CX/2

Enclosures

cc: Mayor Hugh McCurdy

RECEIVED
COUNTY & CITY SECTION
JUN 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Boise Office ■ 414 North First Street, P.O. Box 897 Boise, Idaho 83701 208/345-5310

8423

Off. System
Richland

Project #
OS-0101(1)

1859

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Robert Straub
XXXXXXXXXX

Telephone 963-3177

June 24, 1975

Re: Proposed Project
City Streets
Section 219, U.S. Code
Title 23

The Honorable Hugh McCurdy
Mayor of Richland
Richland, Oregon 97870

Dear Mayor McCurdy:

Pursuant to our telephone conversation of this date, I am forwarding your application for an Off-System road project to our Project Management Section for further processing.

If you have not already done so, please furnish me a letter stipulating that the city has $13,420 available for matching funds. Also, please forward the executed Consultant Agreement when it is available.

Do not hesitate to contact me if you have any question.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R C Lang
R. C. Lang
Regional Federal Aid Engineer

Hal
H

RCL:je

cc: LeRoy R. Taylor, CH2M-Hill
Don Harwell

Assess to - Potter
6/30/75

RECEIVED
COUNTY & CITY SECTION
JUN 25 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8423

Off System
Richland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 24, 1975

FILE: PRO 6
(case file)

R C Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Proposed Project, Off-System
City Streets
City of Richland
Sec. 219, U.S. Code Title 23

TO:
Don Harwell
County-City Engineer

Attached are project request, environmental assessment, and copy of letter from CH2M-Hill in behalf of the City of Richland for funding under Section 219, U. S. Code Title 23, Off-System Roads.

The project request appears to be in order except for financial data, Section VI, item 2, page 9, which is in error. Mayor McCurdy has assured me the city has available funds and will furnish a letter stating the correct amount available.

Also enclosed is a draft consultant agreement for your review. I anticipate an executed agreement within a few days.

Please advise if you need further information.

RCL:sh

RECEIVED
COUNTY & CITY SECTION
JUN 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

F. **TERMINATION.**

The City reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies:

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the City, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the City terminates this Agreement, the City shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. **DISPUTES.**

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

V. IN WITNESS WHEREOF, the parties hereto each herewith subscribe the same in tripilicate.

For TOWN OF RICHLAND, OREGON

By H C McCurdy Mayor

By Elsie Blank Recorder

Dated this 5 day of July, 1975.

For CH2M HILL, INC.

By L. Roy R. Taylor

Dated this 2nd day of JULY, 1975.

gc

the award or making of this contract. For breach or violation of this warranty, the City shall have the right to annul this contact without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are, or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS

The design standards and procedures for this project shall be governed by the Oregon State Highway Division, "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS, AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards, and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the City decreases or increases the amount of work specified under this Agreement, or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein, and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing before proceeding with the changes specified therein.

Description	Lump Sum Fee
Design Services, Item 1.A.1, 2, & 3	$ 4,985
Construction Engineering, Item 4	3,280
Other Services	
Federal Aid Application, Item 5a.	250
Environmental Assessment, Item 5b.	250
Field Surveys, Item 5c.	1,850
Construction Staking, Item 5c.	935
TOTAL LUMP SUM, ITEMS 1 THROUGH 5c.	$11,550

B. INSPECTION SERVICES

If specifically requested by the City, the Consultant also agrees to furnish on-site inspection personnel for a lump sum amount to be negotiated at such time as services are requested.

C. RETAINED PERCENTAGE

No retained percentages will be withheld from the Consultant's bills.

D. RETENTION OF RECORDS AND DOCUMENTS

The Consultants agree to maintain all books, documents, papers, accounting records, and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration, or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the City, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the City, they shall be reviewed by the City and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the City to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the City, an extension of time is warranted due to major changes required by the City or due to weather conditions or other factors beyond the control of the Consultants, the City shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT

A. BASIC SERVICES.

In consideration of the terms and obligations of this agreement, the City agrees to pay to the Consultants, as full compensation for the services herein described, the following lump sum amounts:

Materials sampling, testing, and analysis as required;

Review and approval of location studies, and preliminary plans;

Review and approval of Consultants' plans, estimates, and special provisions;

Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials, sampling, testing and analysis, if required;

Furnish copies of test reports and other data to the Consultant.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the City, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the City, the Oregon State Highway Division, and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the City, the Oregon State Highway Division, and the Federal Highway Administration may request and obtain conferences, visits to the site, and inspection of the work at any reasonable time.

c. Furnish field survey personnel and equipment required to obtain field information necessary to prepare satisfactory plans and specifications, and to stake out the work for line and grade for construction.

d. If specifically requested, furnish the on-site inspection personnel to act as agent(s) of the City in relations with the construction contractor to provide on-the-job, day-to-day inspection of the work, to determine the amounts of payments due the contractor(s); and to keep all records maps, and plans necessary for the preparation of record drawings.

It is anticipated that the City may elect to undertake this work if qualified personnel are available.

e. Consultant proposes to provide design of the remaining 4 blocks if the City so desires.

B. WORK TO BE DONE BY OTHERS.

1. City.

a. City shall obtain all rights-of-way. City shall conduct public hearings, if required, which will include preliminary design sketches by Consultants.

b. If qualified personnel are available, City reserves the right to furnish on-site inspection personnel.

c. Furnish personnel to excavate for street centerline monuments, based on general location established by the Consultant.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

c. Field notes for all required investigations (if requested by the State).

d. Original drawings and tracings of plan sheets.

e. Construction cost estimate.

f. Special provisions.

4. Construction Engineering by Consultant. Upon the award of a construction contract by the City or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

   a. Make periodic visits to the site of the Project to observe the progress and quality of the work and to determine if the work is proceeding in accordance with the intent of the Contract Documents.

   b. Supervise the work of the on-site inspection personnel.

   c. Obtain, prepare, and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite.

   d. Prepare weekly construction reports and monthly estimates.

   e. Prepare necessary change orders and price agreements.

   f. Conduct final inspection.

   g. Prepare final reports and "Record Drawings."

5. Other Services by Consultant.

   a. Prepare Federal Aid Application and supporting documents for the project.

   b. Prepare project environmental assessment on Oregon State Highway Division form (2) 9-74.

2. Plans, Specifications, and Estimates for Streets. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications, and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

It is the intent of the City that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

3. Plans, Drawings, and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including, but not limited necessarily to the following data acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).

   b. Field notes for all survey references ties.

8423

Off-System Richland

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE JUL 7 1975 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

AGREEMENT TO FURNISH ENGINEERING SERVICES
TO THE
TOWN OF RICHLAND, OREGON
FOR
STREET IMPROVEMENTS

For the consideration hereinafter set forth, the firm of CH2M HILL, INC., a professional engineering corporation, hereinafter referred to as the CONSULTANT, agrees to provide engineering services to the Town of Richland, Oregon, hereinafter referred to as the CITY, for final design and preparation of plans and specifications, services during construction, and other services as described hereinafter, for a PROJECT generally described as a street improvement project consisting of 5 to 6 blocks of city streets.

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures, and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

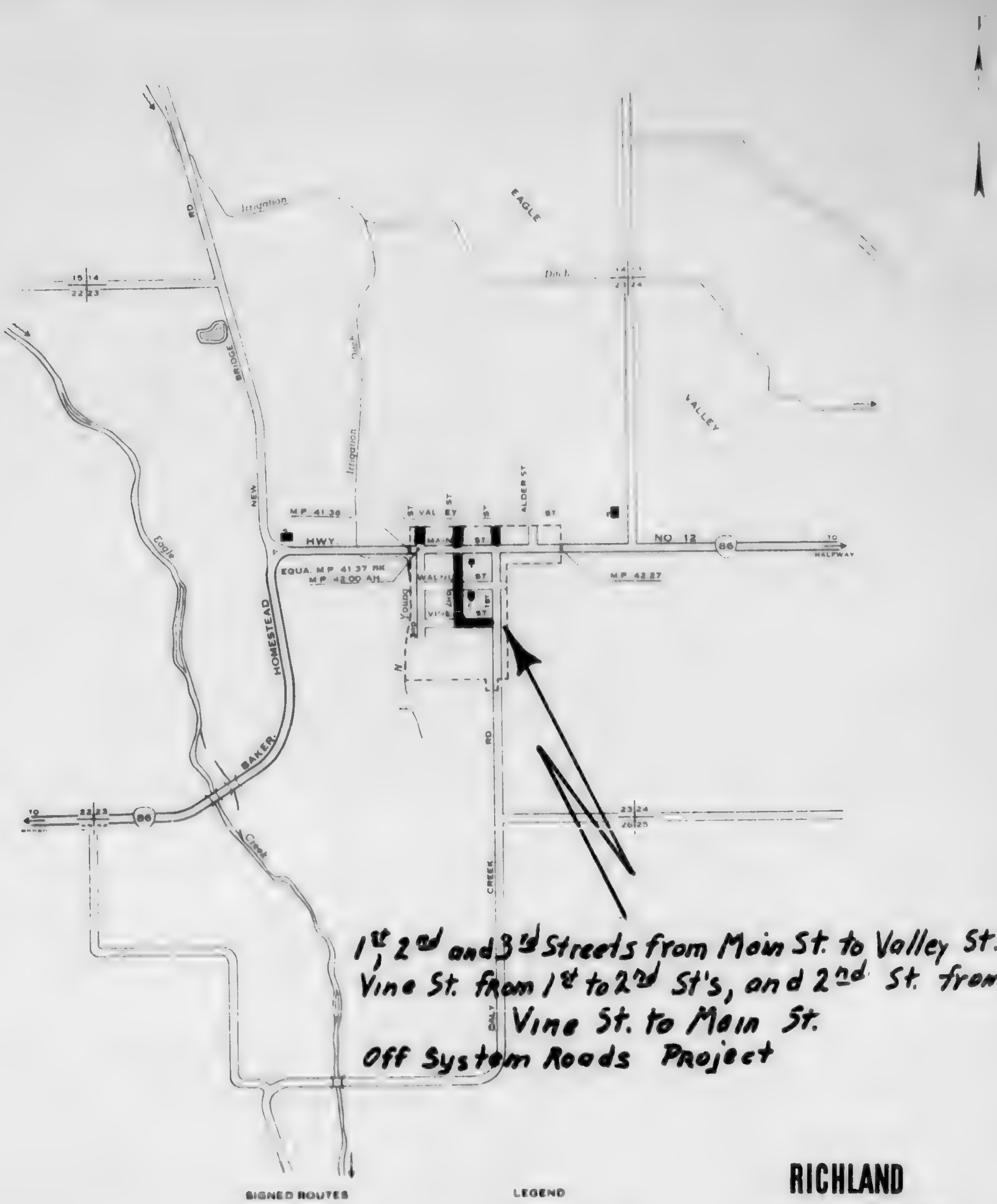
1. Design of Streets. This item shall consist of the comprehensive design of the streets for the project, including all designs and drafting, and the determination of all plan quantities for 6 blocks of streets.

   At the appropriate time the Consultants shall transmit the following items to the City and the Oregon State Highway Division for review and approval:

   a. General street layouts prior to detailed drafting of the plans.

   b. The completed design plans.

RECEIVED
COUNTY & CITY SECTION
JUL 10 1975
☑ ENGR. ☐ COOR. ☐ CE ☑ AE ☐ UE
☐ URE ☐ CE ☒ RE ☑ RPE ☐


RD
BRIDGE
NEW
Irrigation
Ditch
Irrigation
EAGLE
Ditch
VALLEY
15 14
22 23
14
23 24
M.P. 41.36
HWY
MAIN ST
VALLEY ST
ST
ST
ALDER ST
ST
NO 12
86
TO HALFWAY
EQUA. M.P. 41.37 RK
M.P. 42.00 AH.
M.P. 42.87
WALNUT ST
VINE ST
ST
Young
N
HOMESTEAD
BAKER
Eagle
Creek
RD
CREEK
DALY
TO
22 23
86
23 24
26 25
SIGNED ROUTES
INTERSTATE
0
U.S
00
ORE
00
LEGEND
Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

1st, 2nd and 3rd Streets from Main St. to Valley St.
Vine St. from 1st to 2nd St's, and 2nd St. from
Vine St. to Main St.
Off System Roads Project

RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 170

Scale in Feet

Revised April 1965

8423

CITY OF RICHLAND
Proposed OSR Project

Project No. OS-0101(1)
1st, 2nd and 3rd Streets from Main St. to Valley St.
Vine St. from 1st St. to 2nd St.
2nd St. from Vine St. to Main St.
Grade and Pave
$61,000

Grade, drain, base and pave the above sections of streets 30 feet in width. Travel way is to be paved with asphaltic concrete. Shoulders are to be gravel. No curbs or sidewalks. The engineering is to be done by a consulting firm. There will be no additional right-of-way. Utilities will be involved including irrigation facilities.

75-a
7/17/75

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800.~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316.~~
683,056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

8423 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

ORIGINAL SIGNED BY F. B. KLABOE

AGENDA
JUL 30 1975
4 g

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is $~~193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

2423

OSR
Richland

Salem, Oregon
August 25, 1975

Mainor
Mainor C. Holmes
Office Engineer

Off-System Roads Program
City of Richland

Roger C. Lang
Region 5 Federal Aid Engineer
La Grande

With the exception of a few details, we are about ready to finalize agreements for the proposed Off-System Road project in the City of Richland. The project can then be programmed with the Federal Highway Administration and, with their approval, actual work may proceed.

The consultant agreement with CH2M is "A-okay", but the mayor erroneously signed Exhibit B (certification). Also, three signed copies are required, and we received only one.

An authority for survey, initiated by the Region office, is necessary in order for the state to be reimbursed for those things which we are required to do. Cost estimates should be included for material testing, Environmental Section, final design, specifications, and all things anticipated by the Region office, such as a liaison engineer.

Hang in there, Roger, the first project could very well be the worst.

MCH:scr

R

☑ ENGR. ☐ ASST. ☑ OE. ☒ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Off. System
Richland

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Various City Streets (Richland)
Date August 25, 1975
Highway City Streets
Authorization No. 1
County Baker Region 5
Survey Prefix 301- 1940 (Assigned by Salem office)

Description of termini, route, length, etc.: 1st, 2nd, & 3rd Streets from Main Street to Valley Street; From Creek Road west on Vine to 2nd Street; north on 2nd Street to Main Street

Project No. OS-0101(1)

Purpose of survey:

Monitor P.E. Work by Consultant	901	$ 500.00
Final Design and Review	905	200.00
Environmental Assessment and Review	923	200.00
Prepare Plans and Specifications	921	500.00
		$ 1,400.00

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 1,400
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
R.C.Lang Field Engineer

~~Recommended for Approval:~~
Dale D Allen Regional Engineer

Recommended for Approval:
Victor D Wolfe Location Engineer

Approved:
E S Hunter Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P.E. APPR. 10-28-75
OS

Rp

CH2M HILL, INC.

197 Overhead Expense Detail

Overhead Expense Type	Percent of Direct Labor 1974	
Salary Overheads		
Payroll taxes	9.18%	
Vacation, holiday and sick pay	14.17	
Group insurance and miscellaneous	5.28	
Pension Plan	3.03	
Total Salary Overheads		31.66
General and Administrative Overheads		
Indirect salaries	41.05	
Incentive and retirement pay	32.29	
Buildings and equipment	21.43	
Taxes, licenses and insurance	21.65	
Professional services	9.32	
Travel and subsistence	10.57	
Office supplies and expenses	13.23	
Professional education	1.81	
Recruiting costs	2.18	
Printing and reproduction	6.79	
Expenses charged out	(27.35)	
Total General and Administrative		132.97
TOTAL OVERHEAD EXPENSES		164.63
Adjustments to Overhead Expenses		
Salary Overheads	0%	
General and Administrative Overheads		
Income taxes	15.19	
Interest	1.38	
Contributions	.20	
Bad Debt Reserve	.51	
Entertainment	.33	
Club dues	.07	
Advertising	.01	
		- 17.69
Adjusted General and Administration Overhead		115.28
ADJUSTED TOTAL OVERHEAD EXPENSES		146.94

Construction Engineering Fee

	Man Day	Salary	
Services During Construction	12	$ 770	
Construction Surveys	7	275	
Office	2	75	
Subtotal		$1,120	
Salary Overhead @ 31.66%		355	
General and Administrative Overhead @ 115.28%		1,291	
Subtotal		$2,766	
Profit @ 15%		415	
Expenses:			
Services and Rental		220	
Travel Costs		690	
Communications		130	
Miscellaneous Expenses		29	
		$1,019	
TOTAL			$4,200

NOTE: Salary cost is defined as the cost of bare salaries and does not include payroll taxes, vacation, holiday and sick pay, etc.

SYNOPSIS OF ENGINEERING COSTS

Preliminary And Design Engineering Fee

	Man Day	Salary	
Administration and General Consulting	4	$ 390	
Design Surveys	13	520	
Federal Aid Application	1	85	
Environmental Assessment	1	85	
Preliminary Design	4	215	
Final Design	6	370	
Drafting	10	370	
Specifications	1	110	
Office	2	75	
Subtotal		$2,220	
Salary Overhead @ 31.66%		703	
General and Administrative Overhead @ $115.28		2,559	
Subtotal		$5,482	
Profit @ 15%		822	
Expenses:			
Services and Rental		270	
Travel Costs		550	
Communications		170	
Miscellaneous Expenses		56	
TOTAL			$7,350

EXHIBIT "B"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Vice President and a duly authorized representative of the firm of CH2M HILL, whose address is P.O. Box 897, Boise, Idaho, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, and firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization, or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

28 July 1975
DATE

SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy Highway Engr. of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not be required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, ot any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

8-29-75
DATE

SIGNATURE

Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials, sampling, testing and analysis, if required;

Furnish copies of test reports and other data to the Consultant.

the construction contractor to provide on-the-job, day-to-day inspection of the work, to determine the amounts of payments due the contractor(s); and to keep all records maps, and plans necessary for the preparation of record drawings.

It is anticipated that the City may elect to undertake this work if qualified personnel are available.

e. Consultant proposes to provide design of the remaining 4 blocks if the City so desires.

B. WORK TO BE DONE BY OTHERS.

1. City.

a. City shall obtain all rights-of-way. City shall conduct public hearings, if required, which will include preliminary design sketches by Consultants.

b. If qualified personnel are available, City reserves the right to furnish on-site inspection personnel.

c. Furnish personnel to excavate for street centerline monuments, based on general location established by the Consultant.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing, and analysis as required;

Review and approval of location studies, and preliminary plans;

Review and approval of Consultants' plans, estimates, and special provisions;

City or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Make periodic visits to the site of the Project to observe the progress and quality of the work and to determine if the work is proceeding in accordance with the intent of the Contract Documents.

b. Supervise the work of the on-site inspection personnel.

c. Obtain, prepare, and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite.

d. Prepare weekly construction reports and monthly estimates.

e. Prepare necessary change orders and price agreements.

f. Conduct final inspection.

g. Prepare final reports and "Record Drawings."

5. Other Services by Consultant.

a. Prepare Federal Aid Application and supporting documents for the project.

b. Prepare project environmental assessment on Oregon State Highway Division form (2) 9-74.

c. Furnish field survey personnel and equipment required to obtain field information necessary to prepare satisfactory plans and specifications, and to stake out the work for line and grade for construction.

d. If specifically requested, furnish the on-site inspection personnel to act as agent(s) of the City in relations with

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

It is the intent of the City that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

3. Plans, Drawings, and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including, but not limited necessarily to the following data acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).

   b. Field notes for all survey references ties.

   c. Field notes for all required investigations (if requested by the State).

   d. Original drawings and tracings of plan sheets.

   e. Construction cost estimate.

   f. Special provisions.

4. Construction Engineering by Consultant. Upon the award of a construction contract by the

EXHIBIT "A"

WORK PROGRAM

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures, and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Streets. This item shall consist of the comprehensive design of the streets for the project, including all designs and drafting, and the determination of all plan quantities for 6 blocks of streets.

   At the appropriate time the Consultants shall transmit the following items to the City and the Oregon State Highway Division for review and approval:

   a. General street layouts prior to detailed drafting of the plans.

   b. The completed design plans.

2. Plans, Specifications, and Estimates for Streets. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

   The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications, and required Special Provisions currently in use for the required work.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City officials have acted in this matter pursuant to Ordinance or Resolution No. 537 adopted by its Council on the 9th day of June, 1975.

CONSULTANT, by and through its
Company Officers

Firm CH2M HILL INC.

By

CONCURRENCE

OSHD Ed Hunter

Date 8-29-75

FHWA

Date

CITY, by and through its
(City Officials or Bd. or
Comm., etc.).

By H C McCurdy

By

By

ATTEST

[illegible] Black

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19. Jurisdiction. This agreement shall be governed as to validity, interpretation, and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and the commencement and maintenance in the State of Oregon by State or any third party of any suit, action, or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are herby incorporated.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials, and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination, or suspension of the agreement, in whole or in part.

work that has been approved and/or accepted by the City, this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment of supplement is made to this agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor or assign of City.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement.

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county, or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes."

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the City, its officials and employees from all claims, suits, or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents, or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are herby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer, or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer, or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of the City and any such assignment, transfer, or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by the City. No consent of the City shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the City decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the

Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, the City shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift, or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets," Part 1-Rural, published by AASHTO, 1970.

7. Project Development, Methods, and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards, and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of City.

9. Termination. The City reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of the City, unsatisfactory.
4. If the Consultant fails to prosecute the work with due diligence or fails to complete the work within the time limits specified herein or as subsequently extended.

In the event the City terminates this agreement, the City shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the City, an extension of time is warranted due to major changes required by the City, or due to weather conditions, or other factors beyond the control of the Consultants, the City shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of the terms and obligations of this agreement, the City agrees to pay to the Consultants, as full compensation for the services herein described the lump sum of $7,350.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The City also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $4,200.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to City, State Highway Division, and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to City for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. City shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. City shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. City shall adopt a resolution authorizing City Officials to enter into this agreement and the same shall be attached hereto and become a part hereof.

4. The parties expect that, pursuant to an agreement between the City and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by the Consultant, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, the City shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the City to

CONSULTANT AGREEMENT TO FURNISH ENGINEERING SERVICES TO THE TOWN OF RICHLAND, OREGON FOR STREET IMPROVEMENTS UNDER THE OFF-SYSTEM ROADS PROGRAM

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUL 30 1975 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

THIS AGREEMENT, made and entered into by and between the town of Richland, Oregon, acting by and through its City Officials, hereinafter referred to as City, and the firm of CH2M HILL, an Oregon corporation, whose office address is P.O. Box 897, Boise, Idaho 83701, acting by and through its Company Officers, hereinafter referred to as "Consultant;"

WITNESSETH

RECITALS

1. City plans and proposes to construct a street improvement project consisting of 5 to 6 blocks of City street.

2. City has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of a Consultant. City has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical, and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project."

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with City during the project, whenever it is deemed necessary.

RECEIVED
COUNTY & CITY SECTION
AUG 5 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8423

13

2nd
+ 3rd

September 23, 1975

City of Richland
City Hall
Richland, OR 97870

Attention: Elsie Blank
Recorder and Treasurer

MISC. CONTRACTS and
AGREEMENTS No. 5443

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an off-system project of the City of Richland Street Section.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Form FHWA 121 (Rev. 5-73)

8423

/5

UNITED STATES GOVERNMENT

Memorandum

DEPART NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-0101(-)
Richland Street Improvements
City of Richland
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

NOTED
E. S. HUNTER

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env

RECEIVED
STATE HWY ENGR
OCT 2 '75
REFER TO
Rulien
FOR
Info	Inves	R/D	D/R	Sign	Act	File

cy Schroeder

CITY OF RICHLAND
Proposed OSR Project

Project No. OS-0101(1)
1st, 2nd and 3rd Streets from Main St. to Valley St.
Vine St. from 1st St. to 2nd St.
2nd St. from Vine St. to Main St.
Grade and Pave
$61,000

Grade, drain, base and pave the above sections of streets 30 feet in width. Travel way is to be paved with asphaltic concrete. Shoulders are to be gravel. No curbs or sidewalks. The engineering is to be done by a consulting firm. There will be no additional right-of-way. Utilities will be involved including irrigation facilities.

75-a
7/17/75

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

By Consultant

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

By Consultant

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

By Consultant

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   Long term air quality will be improved by reduction in dust levels due to traffic. There will be an increase in dust during construction. Watering will be required to reduce nuisance to a minimum.

   b. Noise Standards

   The ambient noise levels will be reduced through provision of a smooth paved surface for vehicular traffic. There will be a temporary noise increase during construction during working hours.

   c. Water Quality Standards

   Water quality will not be affected by the proposed work.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist	x		
Water Quality Spec.	x		
Acoustical Engineer	x		
Air Quality Engineer	x		
Cultural Geographer	x		
Urban Planner	x		
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No changes anticipated.

Consequences:

N.A.

4. Expected Adverse Effects on Natural Ecological Resources:

None - construction will be limited to existing roadways.

Consequences:

N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No changes anticipated.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

Potential dust problem during construction, and need for temporary detours during construction.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use within Richland is mostly residential. Most commercial uses are located along Highway 86 and along First Street. The existing noise pattern is relatively low and is caused by traffic on the highway, light traffic in the residential areas, and individual activities such as lawn mowing. Air quality is generally excellent. No tests have been performed but it is anticipated that most pollutants are components of automotive exhaust. Utilities consist of water, sewer, electric, and telephone services.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way is required.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

Temporary detours will need to be made during construction.

Consequences:

Minor inconvenience to residents and visitors in the affected section.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status **Date**

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status **Date**

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The topography in Richland is gently sloping to the southeast. Flora consists of trees and shrubs, none of which will be disturbed. Fauna is insignificant.

Soils in the project area consist of 1 to 5 feet of clayey loam, over 1 to 2 feet of cemented clayey silt hardpan. Underlying material is sand and gravel. Groundwater rises nearly to the surface during the irrigation season. The area is bisected by a number of irrigation and drain ditches. Existing street drainage is mostly overland.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The proposed construction is within existing right-of-ways.

Design alternatives are as follows:

1. Do nothing. In this case existing roadways are left undisturbed.
2. Perform major maintenance on existing paved surfaces.
3. Excavate and remove existing unsuitable material and construct new base and paving.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None - Opportunity for hearing will be advertised when project is approved.

Public Hearing(s) Schedule: ☐ Not Required ☐ Required

Type (See above) Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Scheduled mid '75 Date Received

Expected Coordination with Local, State and Federal Agencies The project will be coordinated with local and county police and road officials and with the Oregon Division of Highways.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation The EIS preparation will include input from affected local citizens through comments received at a public hearing, if held.

Description of Project (cont)

Right-of-Way (acreage and type of land use) No new right-of-way required.

Typical Section Two 12-foot wide lanes plus 3 foot shoulder on each side.

Bikeway Not provided due to low traffic volume.

Structures Not required.

Additional Facilities Surface cross drains as required.

Access Control None - provide access at each existing driveway.

Materials Crushed rock base, hot plant mix asphalt pavement.

Borrow and Waste Disposal No borrow required. Waste disposal to be used to fill low areas on private property.

Special Construction Methods No special methods required.

Characteristics (ADT) 300

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 29, 1975

A. PROJECT IDENTIFICATION

Name of Project Richland Street Improvements (Section) OS-0101 (-)

Location of Project - N/A (Highway Name) N/A (Highway No., US - ORE)

Richland (City) Baker (County) 5 (Region)

Program Off Systems Roads (Funding) $61,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to improve the deteriorated condition of the existing streets by grading and paving within the existing right-of-way.

Origin and History: City application for Federal Funds pending as of above date.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.40 miles city streets

Termini Vine Street from First to Second

First, Second, and Third Streets from Main to Valley

Second Street from Vine to Main

Alignment (new or existing) Existing

CATEGORY
3 PROJECT
non-major

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-0101(-)
Richland Street Improvements
City of Richland
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env

PROJECT MANAGEMENT SEC[illegible]

ROUTING	ACTION	[illegible]
M. E. [illegible]INEER		
[illegible] DEV. [illegible]GR.		
[illegible]TION ENGR.		
COUNTY-CITY		
[illegible]ERAL AID		
INVE[illegible]TORY-NEEDS		
[illegible]EAGE CONTROL		
PRO[illegible] & SCHEDULE		
REMARKS:		

OCT - 2 1975

RECEIVED
STATE HWY ENGR
OCT 2 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy Schroeder

BEN GIFFORD

8423

OSR
Richland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 3, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Richland Street Improvements
City of Richland
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

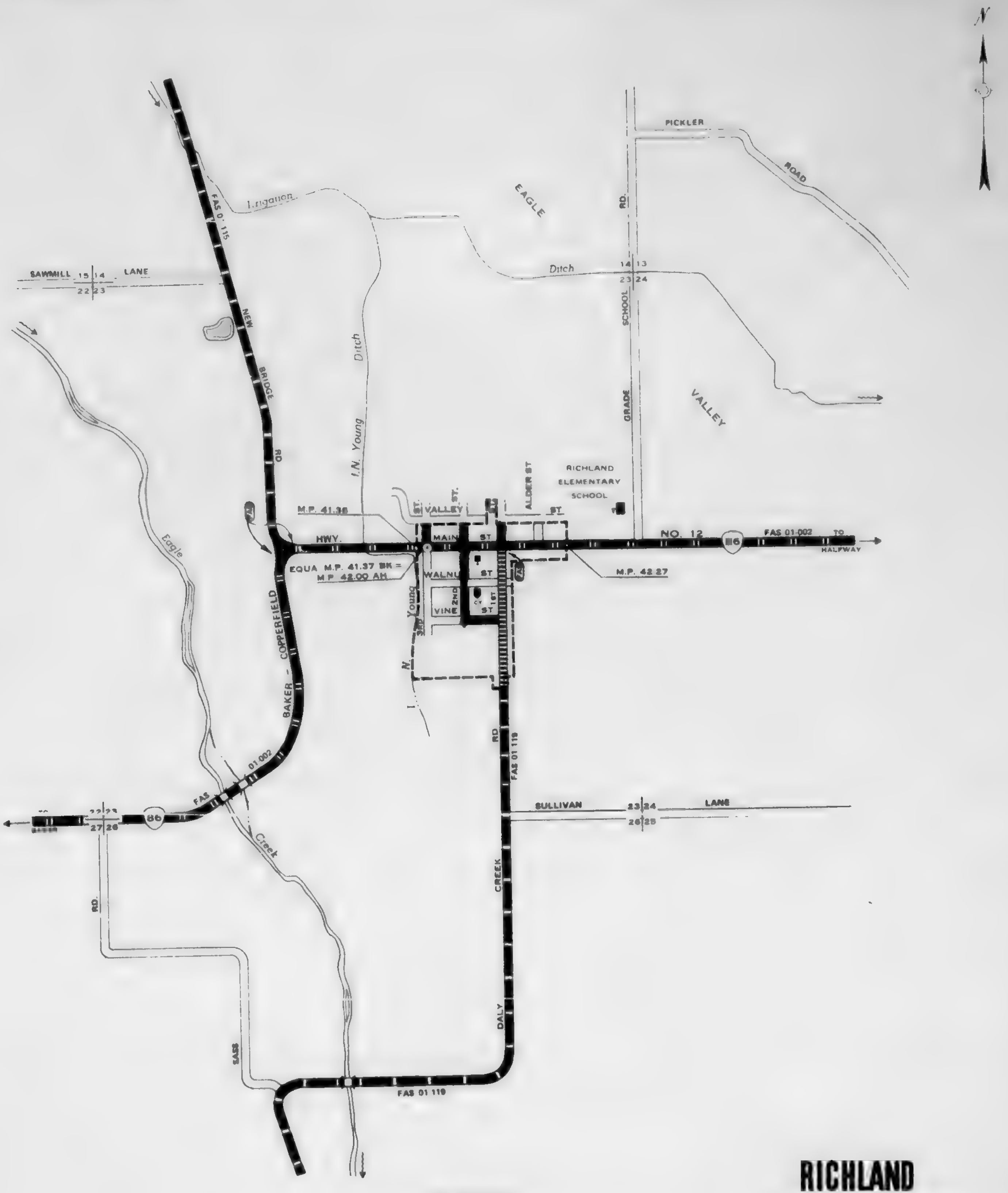
cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

APPROVED
ESH
E. S. Hunter
Date 10-3-75

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐



N
PICKLER
ROAD
EAGLE
Irrigation
Ditch
14 13
23 24
SCHOOL
GRADE
RD.
VALLEY
FAS 01 115
NEW
BRIDGE
RD
SAWMILL 15 14 LANE
22 23
I.N. Young
Ditch
Eagle
Creek
RICHLAND
ELEMENTARY
SCHOOL
M.P. 41.36
VALLEY
ST.
ALDER ST
ST
HWY.
MAIN
ST
NO. 12
86
FAS 01-002
TO
HALFWAY
EQUA M.P. 41.37 BK =
M.P. 42.00 AH
M.P. 42.27
WALNU
ST
2ND
1ST
VINE
ST
CY
N. Young
3RD
BAKER - COPPERFIELD
RD
FAS 01 119
FAS 01 002
86
22 23
27 26
SULLIVAN 23 24 LANE
26 25
RD.
SASS
CREEK
DALY
FAS 01 119

T9S R46E W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
▬	CITY LIMITS	L	LIBRARY

RICHLAND

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 160

Scale in Feet

Revised May 1975

Park and Recreation Area Affected: not affected

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved: After design is completed

Clearinghouse Approved:

Council of Governments:

U. S. Army

Approved by D.O.T.: 7/30/75

ADT: 300 DHV:

HR:dp

Attachments

8423

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

October 7, 1975

FILE:

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project #OS-0101(1)

City of Richland

Section: 1st to 2nd St. on Vine, Vine St. to Main St. on 2nd St., 1st, 2nd and 3rd Streets from Main to Valley St.

Termini: within the City Limits of Richland

Proposed Work: All phases of P.E. and grading and paving

Project Length: 6 blocks (Approximately 0.4 mile)

7350
2500
9850

Costs:	Total	Federal	City
P.E. Consultant	$ ~~7,350~~ 9850	$ ~~5,733~~ 7683	$ ~~1,617~~ 2167
State	1,400	1,092	308
Construction	~~61,000~~ 49750	~~47,580~~ 38,805	~~13,420~~ 1095

Existing Facilities: Existing street have a total top oiled width of 26'. Generally the streets are in poor condition

Adjacent Sections:
East End)
- 2-10' oil travel lanes and 3' oiled shoulders
West End)

Project Data: All phases of P.E.

Construction: Grade, drain, base and pave six blocks of streets in the City of Richland. Streets are to be 30' in width and are to be paved with A.C. No curbs. Contractor will be responsible for the signing. City water and sewer lines are within the street. Engineering on this project is to be done by a consulting firm (CH2M Hill)

Right-of-Way: 60'

Access Control: none

Railroad Crossing: none

Minimum design Standards: no deviation from standards

Route Data: These are City streets in the City of Richland

Public Hearing: not required

Environmental Assessment:

s

of 26' oiled surface

consists of the following:

all phases.
of grade, drain and a.c.
iden the existing streets
ved surface with no curbs.

nstruction engineering will
nsultant engineering firm
w and contracting by State

d.

None

ter Developments, Historical
olved.

equired under Oregon Action
ct).
factor in the development of

Exempt from A-95 review under

nghouse--It is our contention
learinghouse for if it were
representative of its respective
it would have a signed working

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 1, 1975.

Route Data: These are city streets.

Note: This project is in Congressional District No. 2.

RICHLAND STREET IMPROVEMENTS

PROJECT NO. OS-0101(1)

Existing Facilities: Roadway consists of 26' oiled surface

Project Data: Work under the project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of grade, drain and a.c. surfacing required to widen the existing streets to provide for a 30' paved surface with no curbs.

Note: The preliminary and construction engineering will be performed by the consultant engineering firm of CH2M Hill with review and contracting by State forces.

Additional Right of Way: None required.

Exception to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(1) Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
(2) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse--Exempt from A-95 review under working agreement.
(b) District No. 13 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred on October 1, 1975.

Route Data: These are city streets.

Note: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 14, 1975

ypewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
nd., 3rd.& Vine Sts.(Richland)		300	600	95	10	Oregon	41	627	3

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
							OS-	0101(1)			

COUNTY NAME	CODE
Baker	001

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	City St.	

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
City Sts., 1st., 2nd., 3rd. & Vine Sts.(Richland)	0.4	11,250	8,775		2,475 (City)	P.E. all phases; Gr., Dr., A.C. pave to provide 30' paved streets.
"Richland Street Improvements"	0.4	49,750	38,805		10,945 (City)	ROW-60' normal; Access control-none; Parking restrictions-none.
PROJECT TOTALS	0.4	61,000	47,580		13,420 (City)	

REMARKS

-over-

USCOMM DUSCOMM-DC 46908-P61

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 14, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City Sts.,1st.,2nd.,3rd.& Vine Sts.(Richland) 21 65	**ADT**	PRESENT 300	FUTURE 600 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (20)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) OS- 14 23	NUMBER 0101(1) 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off. System Roads	COUNTY NAME Baker				CODE 001
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID Non	STATE (32) City St. (36)	U.S. (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		City Sts.,1st.,2nd.,3rd. & Vine Sts.(Richland)	0.4	11,250	8,775		2,475 (City)
5					**ROW**							
5					**CONST** (CODE)		"Richland Street Improvements"	0.4	49,750	38,805		10,945 (City)

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.4	61,000	47,580		13,420 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

1-2.5

PRO 6-2

October 14, 1975

TO G. L. Green, Div. Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-0101(1)

We are submitting program data for one project, Item No. 3, Project No. OS-0101(1), "Richland Street Improvements", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering as programed on the project at an estimated total cost of $11,250 with federal funds of $8,775. Enclosed for your files is one copy of the agreement with the consultant engineering firm of CH2M Hill.

It is understood your approval of the program will result in an obligation of $61,000 in total cost and $47,580 in federal funds.

CL:md

Enclosures

cc: W. E. Schwartz

ENTS

ts of 26' oiled surface

t consists of the following:

ing all phases.
zing of grade, drain and a.c.
o widen the existing streets
paved surface with no curbs.

construction engineering will
consultant engineering firm
view and contracting by State

ired.

ds: None

Water Developments, Historical
involved.

t required under Oregon Action
oject).
t a factor in the development of

e--Exempt from A-95 review under

aringhouse--It is our contention
i-clearinghouse for if it were
r representative of its respective
at it would have a signed working
t.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 1, 1975.

Route Data: These are city streets.

Note: This project is in Congressional District No. 2.

RICHLAND STREET IMPROVEMENTS

PROJECT NO. OS-0101(1)

Existing Facilities: Roadway consists of 26' oiled surface

Project Data: Work under the project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of grade, drain and a.c. surfacing required to widen the existing streets to provide for a 30' paved surface with no curbs.

Note: The preliminary and construction engineering will be performed by the consultant engineering firm of CH2M Hill with review and contracting by State forces.

Additional Right of Way: None required.

Exception to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(1) Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
(2) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse--Exempt from A-95 review under working agreement.
(b) District No. 13 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurre on October 1, 1975.

Route Data: These are city streets.

Note: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 14, 1975

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
,1st.,2nd.,3rd.& Vine Sts.(Richland)		300	600	95	10	Oregon	41	627	3

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
e.								OS-	0101(1)		

n Roads

COUNTY NAME: Baker
CODE: 00

ROUTE NO.: FEDERAL-AID Non | STATE City St. | U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City Sts., 1st., 2nd., 3rd. & Vine Sts.(Richland)	0.4	11,250	8,775		2,475 (City)	P.E. all phases; Gr., Dr., A.C. pave to provide 30' paved streets.
	"Richland Street Improvements"	0.4	49,750	38,805		10,945 (City)	ROW-60' normal; Access control-none; Parking restrictions-none.
	PROJECT TOTALS	0.4	61,000	47,580		13,420 (City)	

TES

REMARKS

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ON

-over-

USCOMM-DC

Budget Bureau No. 41-R2067; Ap
U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E.O.

FORM PR-1 (REV. 4-61)

October 14, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City Sts.,1st.,2nd.,3rd.& Vine Sts.(Richland)	ADT	PRESENT 300	FUTURE 600	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 0101(1)	

CARD 4 CLASS OF FEDERAL FUNDS (Section 219) Off. System Roads

NAME OF URBAN AREA

COUNTY NAME Baker

CODE 001

ROUTE NO.: FEDERAL-AID Non; STATE City St.; U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City Sts.,1st.,2nd.,3rd.& Vine Sts.(Richland)	0.4	11,250	8,775		2,475 (City)
5					ROW							
5					CONST (CODE)		"Richland Street Improvements"	0.4	49,750	38,805		10,945 (City)
							PROJECT TOTALS	0.4	61,000	47,580		13,420 (City)

CARD 1 CODE 1

PREPARED BY C.L.

PROGRAM APPROVAL DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPT. ☐ CE ☐ RE ☐ RPE ☐

OCT 28 1975
FHWA OREGON DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-28-75

BY (Signature): L. W. Rulien's October 28, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 219~~

XXXXXXX ITEM NOS. 3 THRU ____

XXXXXXX ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
3	OS-0101(1)	0.4	61,000	47,580

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
City of Richland Baker County State of Oregon	Preliminary Engineering, Grade, drain, and high type pavement

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-28-75	CRBurghardt for G. L. Green, Division Administrator

**Program approval ~~or any authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-680

OS= Richland

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF A RO AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-0101(1)

STATE PROJECT NO. Richland Street Improvements

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. OS-3

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 10-28-75	DATE AUTHORIZATION EFFECTIVE 10-28-75	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER City Street

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ UPE ☐ COOR ☐ CE ☑ UE ☑ RE ☐ AE ☒ RPE ☐ SE ☐

GENERAL LOCATION:
City Streets - 1st, 2nd, 3rd, and Vine Streets.
City of Richland

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade, Drain, and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $11,250 - Federal funds $8775
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of October 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 14, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $61,000 - Federal funds $47,580 in accordance with the provisions of your approved Secondary Road Plan, If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 10-28-75	SIGNATURE OF APPROVING OFFICIAL Original Signed by C. R. Burghardt	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8423

CSR / Richland

...CT MANAGEMENT SECTION
	ACTION	INFO
...ING		
...E...EER		
...ROJ. DEV. ENGR.		
...FFICE ENGR.		
COUNTY CITY		
FEDERAL AID		
...TORY NEEDS		
...OF CONTROL		

NOV 12 1975

1859

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 850
La Grande, ORegon 97850

Telephone 963-3177

November 10, 1975

Re: Off-System Roads Program
City Streets-1st, 2nd, 3rd & Vine
Project No. OS-0101(1)

RECEIVED
COUNTY & CITY SECTION
NOV 1? 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Hon. Hugh Mc Curdy
City Hall
Richland, Oregon 97870

Dear Mayor Mc Curdy:

The Off-System Roads project which you applied for under Section 219, Title 23, U.S. Code, has been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $11,250 and provides funds for survey and design work necessary to advance the project to the contract letting stage.

At this time you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all bills due to the local agency or your contractor. This is in conformance with "Things to be done by Local Agency", item 2 of the executed Construction Finance Agreement.

The Highway Division liaison or contact person is R. C. Lang, Federal Aid Engineer, La Grande, who will receive all billings from the city for processing and payment. Also, Mr. Lang will be responsible for preliminary engineering compliance with accepted methods developed by the Highway Division. This is in compliance with "Things to be done by the State", in the Construction Finance Agreement. In the absence of Mr. Lang, Mr. Forrest Epley will be the contact person.

By copy of this letter Mr. Stan Nuffer, CH2M-Hill, Boise is authorized to begin preliminary engineering work on the project. Proposed design standards shall not be lower than the minimum design standards as approved May 13, 1970, unless specific deviation is authorized by the Highway Division. Work is to begin within the time period specified in the consultant agreement.

The project has been classified as a Category 3, Non-Major Action, which requires minimal action to comply with the Oregon Action Plan. I enclose a copy of the approved assessment for your review and action.

Sincerely,

R. C. Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Enclosures
cc: Stan Nuffer, CH2M-Hill
bc: George Hopkins

15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Richland (Vine, 1st, 2nd, & 3rd Sts.)

Highway: OS-0101 (1)

County: Baker

Prefix: 301-1940

Res. Engr:

Date March 1, 1976

Ten Year Traffic Coefficient 5.5

18 kip s.a. per day 4.0

R value 16

Frost Penetration 30"±

CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	Asphaltic Concrete (Final Application)	3.0
2.0"	Asphaltic Concrete (Immediate)	4.0
12.0"	Aggregate Base	12.0
15.5"		19.0

NOTED
E. S. HUNTER

Note:
The total surfacing thickness has been increased to equal approximately one-half the reported frost penetration.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	-1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

CITY OF RICHLAND
DESIGN NARRATIVE
STREET IMPROVEMENTS

[illegible]

(Grading and Paving)

The plan and profile location design was started on 17 February 1976.

Streets included in the design are 1st, 2nd, and 3rd Streets north of Main Street, 2nd Street between Vine and Main Streets, and Vine Street between 1st and 2nd Streets.

Walnut between 1st and 2nd Streets was included in the design in hopes that a good bid would come in enabling additional construction. Walnut Street was removed from the design 15 March 1976 after finding out that prior construction approval of said street has not been received from the Federal Highway Administration.

The base design and Class C asphalt concrete design were prepared by the Oregon State Highway Department due to the similarity and proximity of this project to the 3rd Street design dated May 1973.

Special provisions and supplemental standard specifications were prepared in accordance with the 1974 "Oregon Standard Specifications for Highway Construction."

The design and drafting of this project were completed 15 March 1975.

Returned to
Pete 4/6/76

Richland

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 10, 1976

RE: Final Contract Plans
1st, 2nd, 3rd & Vine Streets
Richland City Streets
Project No. OS-0101(1)
Baker County

Clare Glenn
Project Engineer
CH2M-Hill
P. O. Box 8747
Boise, Idaho 83707

Dear Clare:

Enclosed are one roll of reproducible drawings and one roll of prints for the above project. Our final design section has identified the required revisions in red on the printed plans.

Regarding the "Mandatory Disposal Area", a development plan, typical section, general area of disposal, any permits required, and right-of-way easement or agreement with the property owner will be required.

In the interest of speeding the project towards contract letting, you may wish to revise the special provisions to show the excess material being the responsibility of the contractor. Any right-of-way or easement negotiations would have to conform with the 1970 Land Acquisition Act.

Your early attention to this matter will expedite the project toward contract letting.

Sincerely,

R C Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosures

cc Hugh McCurdy
Wilbur Connal
D. O. Christensen

REFERRED TO
Beard
Cole
Erikson ✓
Hager
Reed
Sample
Watson LW
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
RJ copy Swenson
Savage
3 Trout ✓

RECEIVED
MAY 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Received Keep ☐
Do not File
Return
Bring Up
Other

Form 81-734-3123

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-0101(1)
Project Name Vine St., 1st, 2nd, & 3rd Streets
Off-System Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Richland, Oregon, this 22 day of June, 1976

City of Richland

CC. John Oaks
DE Swan

Wilbur Connell
Mayor

Delmar Fleming
City Recorder

RECEIVED
COUNTY & CITY SECTION
JUN 29 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8423

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Richland
City Council
City Hall

Richland, OR 97870

Attention of Honorable Wilbur Connal
Mayor

Request No. (assigned by staff engineer or head of division) cc 162[illegible]

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering - Advance Deposit $1,925.0

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the project on Vine, 1st, 2nd and 3rd Streets Off-System Project Covered by agreement dated 7/30/75		1,425.
		To be retained		$ 500.

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,925.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
301-1940-295

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8423

OSR
Richland

August 31, 1976

City of Richland
City Hall
Richland, OR 97870

Attn: Honorable Wilbur Connal
Mayor

Gentlemen:

On August 26, 1976, a satisfactory bid was received from Baker Redi-Mix Inc., P.O. Box 825, Baker 97814, for 1st, 2nd, 3rd and Vine Streets Section, Project #OS-1010(1). As per the agreement between State and City, the following advance deposit is required from the City prior to awarding of a contract:

Bid Items	$52,065.00
4½% Contingencies	2,342.93
10% Engineering	5,206.50
ESTIMATED TOTAL COST	$59,614.43

[illegible]

City's Advance Deposit:
14% of $59,614.43 = $8,346.02 or say $8,300.00

Please make your check in the amount of $8,300.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P.O. Box 850, LaGrande, Oregon 97850.

Very truly yours,

RHPrange

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

bc w/att: Roger Lang - Upon receipt of City's check notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD 234 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

8423

OREGON STATE HIGHWAY DEPARTMENT

Form A-191--(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Richland
City Hall
Richland, Oregon 97870

Attention of Honorable Wilbur Connal
Mayor

Request No. (assigned by staff engineer or head of division) cc 1635

Date September 20, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $8,300.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of portions of 1st, 2nd, 3rd and Vine Streets in the City of Richland Off-System Project (OS-0101(1)) Covered by Agreement dated 7/30/75		$6,600.00
		To be retained		$1,700.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 301-1089-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 8,300.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	Approved:
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Division Engineer
Give the number of the last previous request in connection with this same service.	Approved: G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

13. Progress Reports and Payment Estimates

The Contractor will submit the Form PR 1391 to the Engineer so that it can be submitted with the monthly progress report and progress payment estimate. The Engineer will submit the above to the City for review and signature. The City will forward the above to Mr. Frank Burnett in OSHD's Baker office by the 10th of each month.

14. Preconstruction Conference Summary

The Engineer will summarize the discussions and agreements of the Preconstruction Conference and forward a copy to the City, Contractor, and OSHD Baker office.

Please review the above summary and forward comments, questions, additions, deletions, or etc., as soon as possible to the undersigned.

Very truly yours,

Ernest T. Bramwell

Ernest T. Bramwell
c/o CH2M HILL, INC.
Box 8748
Boise, Idaho 83707

am/9

8. Project Materials Production

The Contractor will produce base gravel and asphaltic concrete at his yard in Baker, Oregon. The base gravel for this project will be crushed and stockpiled in a separate stockpile in the Contractor's Baker, yard.

9. Materials Testing

The Oregon Highway Division's Baker office will take periodic samples of base gravel and asphaltic concrete during their production. The Contractor will notify Mr. Frank Burnett in the Baker office regarding times and locations of production so that the samples may be collected. Plant samples will be collected approximately as follows: base gravel - 1 sample per each 1,000 cubic yards of production; asphaltic concrete - 1 sample per each day of production. Field samples of asphaltic concrete will be taken by CH2M or the City on the second and all succeeding days of the paving operation.

10. Disposal of Excess Material

The Contractor has arranged for disposal of excess excavated material on private property in Richland.

11. Control Staking

The Engineer will provide 2 sets of control staking for the project: (1) for subgrade preparation, reference hubs will be set at 5 foot offset from edge of pavement with the cuts to subgrade indicated (2) red-tops will be set at centerline and at the edges of pavement for finish grading just prior to paving.

The Contractor will give the Engineer 2 weekday's advancenotice to begin the red-top staking and will allow the Engineer 2 to 3 weekdays to complete the red-top staking.

12. Inspections

The Contractor shall request a compaction and grade check of the City's on-site inspector prior to placement of base gravel.

2. Federal EEO Notices

The Contractor, (Baker Redi-Mix) will post the required Federal Equal Employment Opportunity notices at his hiring office in Baker, Oregon. Four (4) such notices were signed and given to the Contractor for posting.

3. Federal Project Wage Certification

The Contractor will mail his Public Works Wage Certification (Form RE 124) to the Engineer, (CH2M HILL, INC.). The Engineer will submit Form RE 124 with the monthly progress payment estimate.

4. Project Deadline

Beginning September 22, forty (40) calendar days will be allowed for project completion according to the plans and specifications.

5. Safety Signing

Safety signing must be in-place before Engineer will allow Contractor to begin the work. The Contractor's street closure signs read "Road Closed...." rather than "Street Closed....".

6. Manhole Grade Adjustments

It is acceptable to the Contractor that manhole grades will be adjusted concurrent with the excavation and grading work. The Contractor will coordinate with the City in this item.

7. Project Timing

The Contractor anticipates beginning the work on or before September 22 and estimates completion within about 3 weeks. Asphalt paving operations are expected to be completed in 2 working days. Six pieces of equipment and 6 operators will be assigned to start the project.

8423

OSR
Richland

CH2M
HILL
engineers
planners
economists
scientists

☐ RE ☐ RCE ☐ RPE ☐ RME
☐ ROE
☐ RDE
RECEIVED
REGIONAL OFFICE
22 [illegible]
L

20 September 1976

B9790.A2.20

City of Richland
City Hall
Richland, Oregon 97870
Attention: Mr. Harvey Whitnah
Mr. Jerry Dennis

P. F. Burnett
Resident Engineer
P. O. Box 821
Baker, Oregon 97814

Baker Redi-Mix, Inc.
East H Street
Baker, Oregon 97814
Attention: Mr. Sonny Walker
Mr. Ernie Scrivner

Mr. Roger C. Lang
c/o Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Subject: Summary of Preconstruction Conference conducted 17 September 1976 at the Oregon Division of Highways District office in Baker, Oregon regarding F. A. Project No. OS-0101(1) - Grading and Paving 1st, 2nd, 3rd, and Vine Streets (Richland, Oregon)

We have prepared a summary of discussion and arrangements made during the 17 September Preconstruction Conference for the grading and paving of 1st, 2nd, 3rd, and Vine Streets (Richland, Oregon) which is Federal Aid Project No. OS-0101(1), as follows:

1. Attending:

Name	Representing
Harvey Whitnah	Richland, Oregon
Ernie Scrivner	Baker, Redi-Mix
Sonny Walker	Baker, Redi-Mix
Roger C. Lang	Oregon Highway Division
P. F. Burnett	Oregon Highway Division
E. T. Bramwell	CH2M HILL, INC.

RECEIVED
COUNTY & CITY SECTION
SEP 2 [illegible] 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

cy C.T. Keasey
R.H. Prange

HAL-FRED

[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	None
MONDAY	Laying last course of base on streets North of Main Adjust final base grade with Patrol So. of Main
TUESDAY	Same activities as Monday
WEDNESDAY	Final Grade adjustments of base North of Main Paving South of Main on 2nd & Vine
THURSDAY	Completed Paving of Street sections Began Approach Paving
FRIDAY	Completed Approach Paving Job completed 10/29/76
SATURDAY	None

REMARKS

SIGNED LOCATION Boise, Idaho

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8423 15

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 1st 2nd 3rd & Vine
WEEK ENDING: 30 October 1976
SECTION PREFIX:
HIGHWAY: City Streets (Richland)
COUNTY: Baker
NAME OF JOB: Richland Street Improvements
KIND OF WORK: Grading & Paving
CONTRACTOR: Baker Redi-Mix
CONTRACT NUMBER: 8423
FEDERAL AID PROJECT NUMBER: OS 0101 (1)
DATE OF CONTRACT: 9 Sept. 1976
DATE WORK STARTED: 22 Sept. 1976
COMPLETION DATE: 29 October 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 8 SUPERVISION 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 40
CALENDAR DAYS USED: 38
SPECIFIED COMPLETION DATE: 30 October 1976
PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 59,614
EXCLUSIVE OF ENGINEERING: $ 54,407
ENGINEERING AUTHORIZATION: $ 5207
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99 ~~100~~
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 69,000
ENGINEERING COST TO DATE: $ 4800
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100+
ESTIMATED PERCENT: OVERRUN about 25 %
PERCENT OF AUTHORIZATION: 92 %
DATE PROJECT WAS COMPLETED: 29 October 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.34	.34			.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.34	.34			.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4990	4990			5610 SY
TOTAL QUANTITIES CORRECTED TO DATE	1350	2210			1600 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6340	7200			7200 S.Y.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		1			1
HOURS PER SHIFT		8			8

EQUIPMENT USED DURING THE WEEK:
Up to 8 - 12 CY dumps, 1 Patrol, 1 Front-end Loader
1-10 ton and 1-12 ton roller, 1 Backhoe, 1 Paving Machine

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny & Warm	1		BEN GIFFORD
MONDAY	"	1		
TUESDAY	"	1		
WEDNESDAY	"	1		
THURSDAY	"	1		
FRIDAY	"	1		
SATURDAY	—	1		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 3 1976
CONSTRUCTION SECTION

8423

CSR 7

OREGON STATE HIGHWAY DIVISION

Region 5 Office

ROBERT W. STRAUB
GOVERNOR

W. E. Schwartz
Regional Engineer

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 15, 1976

Hon. Wilbur Connal
Mayor
City Hall
Richland, Oregon 97870

R
A

Dear Mayor Connal:

During our discussions of your street project on Monday night, it was brought out the City had agreed to $11,000 of match money. Attached is a copy of a letter from Mayor Mc Curdy ammending the project application to show $13,420 available for match money.

In response to the question concerning the sale of bonds against future gas tax receipts, the Highway Division did not receive enough interest from cities to make the plan feasible at this time.

Do not hesitate to contact me if you need additional information.

Sincerely,

R C Lang

R. C. Lang
Regional Federal Aid Engineer

PROJECT MANAGEMENT
DEC 17 '76
REFER TO
File
See me
Letter
File
Action
R-D
Investigate
Info ✓

RCL:sh
Attachment
cc George Hopkins
P. F. Burnett

✓

Form 81-734-3123

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: Baker

Contract No. 8423

Section: 1st 2nd 3rd & Vine Streets

Kind of Work: Grading & Paving

Highway: City Streets (Richland, Ave.)

Week of: 17 October 1976

CONTRACTOR: Baker Redi-Mix, Inc.

Date of Statement: 27 October 1976

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT									
Day of Week	Day of Month	Predominant Weather							
Sun.	17		X						
Mon.	18	Sunny & Warm	X						
Tue.	19	"	X						
Wed.	20	"	X						
Thu.	21	"	X						
Fri.	22	"	X						
Sat.	23		X						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			7						
REVISIONS (+ or −) (Explain Below)			—						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			32						
LIMITING NUMBER OF CALENDAR DAYS			40						
CALENDAR DAYS REMAINING			8						
EXCESS CALENDAR DAYS USED			—						

COMMENTS: Contract quantities exceed the values listed in the bid documents by about 25 to 30 %

Date Mailed to Contractor: 27 October 1976

Signed By: Ernst T. [illegible] Resident Engineer

DISTRIBUTION
- ____Original to Contractor's Headquarters
- ____Duplicate to Contractor's Representative on Job
- ____Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
- ____Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
- ____Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 31-734-3483

Pat - Roger - 11-1-76 jm

(17A)

Frank says there was an error in quantities est. for Project - Thus the 25% overrun.

However they should have got prior approval (From City & Feds) & I would think CH^2M may have to pay extra costs, CH^2M is working up letter on this.

☒ RE ☒ RCE ☐ RBE ☒ RME

☒ ROE NOV 1 1976 ☐

☐ RDE RECEIVED ☐

REGIONAL OFFICE

cc Frank 11-1 jm

Roger looking into.

(17)

ON STATE HIGHWAY DIVISIO

ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 1st 2nd 3rd & Vine

WEEK ENDING: 23 October 1976

SECTION PREFIX:

HIGHWAY: City Streets (Richland)

COUNTY: Baker

NAME OF JOB: Richland Street Imprvments

KIND OF WORK: Grading & Paving

CONTRACTOR: Baker Redi - MIX

CONTRACT NUMBER: 8423

FEDERAL AID PROJECT NUMBER: OS 0101(1)

DATE OF CONTRACT: 9 September 1976

DATE WORK STARTED: 22 Sept. 1976

ESTIMATED COMPLETION DATE: 30 October 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 40

CALENDAR DAYS USED: 32

SPECIFIED COMPLETION DATE: 30 October 1976

PERCENT OF TIME ELAPSED: 80

PROJECT AUTHORIZATION: $ 59,614

EXCLUSIVE OF ENGINEERING: $ 54,407

ENGINEERING AUTHORIZATION: $ 5207

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 58

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,0[illegible]

ENGINEERING COST TO DATE: $ 4400

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 71

ESTIMATED PERCENT: OVERRUN UNDERRUN 25 %

PERCENT OF AUTHORIZATION: 85

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
		100	90	0			

	GRADING	SURFACING	[illegible]	[illegible]	[illegible]
MILES IN PROJECT	.34	.34			.34
MILES PARTIALLY COMPLETED					—
MILES COMPLETED	.34	.34			—
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4990	4990			5610
TOTAL QUANTITIES CORRECTED TO DATE	210 ±	2210 ±			1600 ±
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5200	~~[illegible]~~ 6480			—
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		8			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY		1	
MONDAY	Sunny & Warm	1	
TUESDAY	"	1	
WEDNESDAY	"	1	
THURSDAY	"	1	
FRIDAY	"	1	
SATURDAY	"	.	

RCE OCT 22 1976
RECEIVED
RCE REGIONAL OFFICE

Pat Roger -

Frank says there was an error in quantities est. for Project - Thus the 25% overrun.

However they should have got prior approval (From City & Feds) & I would think CH^{2}M may have to pay extra costs, CH^{2}M is [illegible] up letter on this.

DA.

cc Frank -

No — this project was set up at TEC of $100,000 — Contract items are Estimated at $75,000 P.E. was $8,750 which shows TEC at $83,750 — City will have to match at 22% the amount above $59,614.43

	Aggr. Base		Class "C" Asph		Exc
Plans by CH2M-Hill March -	7086 sq. yd		7228 sq. yd		All
Prelim Plans July 7 for approv.	7086 sq. yd		7228 sq. yd		All
~~Bidding~~ Plans Aug - 10	4990 sq. yd.	29.5% Reduction	5610 sq. yd.	22.4% Reduction	

? Don't know why the reduction in quantities came about after plans were approved — Roger

⑮
11-2-76

Called Bill Sample concerning Reduction of quanities on Richland City St. project—

He is at a loss to explain how Quanities were reduced from prelim. Estimates to the amounts shown on the bid plans— Bill will check with Swede and get back to us — 2:40 P.M. Call from Swenson

---

Goof in Spec's Dept apparently— Quanities were altered but nothing to show why or who cleared it —??

Suspect a bum calculation and assumption the reduction was in order because one street was dropped — but someone failed to note the street (Walnut) was pulled from the overall Quanities on 3/15/76

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Grading & Paving 1st 2nd 3rd & Vine Date 29 October '76

Highway City Streets - Richland, Ore. Contract No. 8423

County Baker Kind of Work Grading & Paving Contractor Baker Redi-Mix, Inc

	Authorized	Estimated
Contract Amount	$ 52,065	$ 69,000
Anticipated Items	—	—
Contingency (4½%)	2,343	
Engineering	5,207	5,207
Credits	—	—
PROJECT COST	59,614	74,207

NET INCREASE $ $ 14,590

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
1.	Project Excavation		
(U)	210 S.Y. Extra for Soft subgrade	~ 4990 S.Y.	+ 1353 S.Y.
(U)	1143 S.Y. Extra for understatement		
2.	Base Gravel		
(U)	210 S.Y. Extra for soft subgrade areas	4990 S.Y.	+ 2210 S.Y.
(U)	2000 S.Y. Extra for understatement		
3.	2" Asphalt Concr. Paving		
(U)	1600 S.Y. Extra for Understatement	5610 S.Y.	+ 1600 S.Y.
4.	Approaches		
(U)	4 Extra required for access to 4 properties not on plans	28	+ 4

Principal reasons for overruns (Continue on reverse side): (a) Engineer's quantity estimates were modified for the bid documents resulting in major understatement of quantities. (b) normal variations due to actual project conditions.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ernest T. Bramwell
Resident Engineer
Ernest T. Bramwell

Noted by ____________________
Construction or Bridge Engineer

Confirmed by ____________________
Division Engineer

Noted by ____________________
Deputy or State Highway Engineer

(13)

GHWA. DEPARTMENT

[illegible] City Streets

DATE: Oct. 28, 1976

FROM: Ernest Bramwell

TO: P.F. Burnett

Enclosed please find "Notification of Commencement & Completion" and "Expected Overrun of Project" forms discussed on phone this date.

Bob Church of Contract Payments, Salem Const. office advised me by phone this date that it wasn't necessary for City to sign &/or approve progress estimates — It had noticed delay in submittal by City of Kirkland not sending estimate in.

P.F. Burnett
(SIGNATURE)

PLEASE REPLY HERE

Frank,

I have completed the "commencement" and "overrun" forms and mailed them according to instructions on the respective forms. I've attached xerox copies for your review.

Note that the estimated "Contract Amount" ($69,000) on the overrun form is not an exact extension of the estimated overrun quantities. There are some expected reductions in final quantiti for which I don't yet have good numbers. Therefore the slight downward adjustment in the "Estimated"

DATE 10/29/76 SIGNATURE Ernst T. Bram

⑫

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

SUBJECT: Richland City Streets	TO: Roger Lang
DATE: Nov. 1, 1976	FROM: Frank Burnett

Roger Heres the correspondence etc from Ernie Bramwell on subject project. Have also enclosed copy of our figures, based on plan measure, on actual sq. yds. of surfacing area.

F.

☒ RE ☒ RCE ☐ RBE ☒ RME
☐ ROE NOV 2 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

PLEASE REPLY HERE

☒ RE ☒ RCE ☐ RBE ☒ RME ☐
☒ ROE NOV 8 1976
☐ RDE RECEIVED REGIONAL OFFICE ☐

Frank

Please return the Expected summary of Project termination to CH2M Hill for correction — Also we should have final figures for [illegible] extension of contract prior to [illegible]

cy Owner
Calculations 11-8-76

11/8/76
(DATE)

(SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY. DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

OREGON STATE HIGHWAY DEPARTMENT
FORM E-220 (REV. 3-68)

FROM: ~~Ernest L. mwell~~ (11)

TO: P.F. Bennett

SUBJECT: Richland City Streets

DATE: Nov. 9, 1976

Enclosed please find "Price Agreement" & "Expected Overrun at Project Authorization" forms for subject contract.

Samples of these forms enclosed – final figures you have from actual measurement may be different than those I have shown.

The expected overrun form as you will note on sample should show dollar amounts.

Our Region office in LaGrande has suggest overruns in bid items be documented with Price agreement form.

cc: Roger Lang, F Allard, Region Engr. ✓

P. F. Bennett
(SIGNATURE)

PLEASE REPLY HERE

O.S. 0101(1)

12-15-76
Price Agreement and Expected Over-run is still in the mill –
Bennett thinks this is in the hands of the City –
Roger

☒ RE ☒ RCE ☐ RBE ☒ RME
☒ ROE NOV 10 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

3

⑩

☐ 1600 Western Blvd. · Corvallis, Oregon 97330
☐ 1525 Court Street · Redding, California 96001
☐ 360 Pine Street · San Francisco, California 94104
☐ 200 S.W. Market St. · 12th Floor · Portland, OR 97201
☐ 12075 East 45th · Denver, Colorado 80239
☐ 555 Capitol Mall · Sacramento, California 95814
☐ 515 W. Northern Lights Blvd. · Anchorage, Alaska 99503
☐ 923 D Street · Juneau, Alaska 99801
☐ 777 106th Ave. N.E. · Bellevue, Washington 98004
☐ 414 North First Street · Boise, Idaho 83701
☐ 1930 Isaac Newton Sq. E. · Reston, Virginia 22090
☒ 700 Clearwater Ave. · P. O. Box 8748 · Boise, Id 83707

Mayor Wilbur Connall
Richland, Oregon 97870

DATE 27 October 1976
JOB NO. B 9790.A2
SUBJECT Project Quantities

Dear Mayor Connall:

An error was made on the project quantities for the current project. Without our knowledge, the engineers quantities were modified and the bid documents prepared with the revised numbers.

The result will be an approximate 25% to 30% increase in the actual construction cost above the contractor's bid of $52,065.

I am following-up with the Oregon Division of Highways to learn why the change was made and what must be done about it. There will be more Federal money applied for to pay for the extra costs.

Very Truly Yours

Ernest T. Bramwell
Ernest T. Bramwell
Project Manager

NOTED
P. F. BURNETT

I will notify you of any further developments as they occur.

Sincerely,

Ernest T. Bramwell
Project Manager

bx/8

cc: ✓Frank Burnett, Oregon Division of Highways

cy Region

(8)

Based on the above final contract quantities and the 26 August 1976 unit price bids, final construction costs are as follows:

(a)	General Excavation	Lump Sum	$ 6,800.00
(b)	70 C.Y. Extra Excavation	@ $3.56/C.Y.	250.00
(c)	6,906 S.Y. Aggr. Base 12-inches Thick	@ $4.80/S.Y.	33,149.00
(d)	210 S.Y. Extra Aggr. Base 12-inches Thick	@ $4.80/S.Y.	1,008.00
(e)	7202 S.Y. Asphalt Paving	@ $3.30/S.Y.	23,767.00
(f)	27 Asphalt Approaches	@ $100/Each	2,700.00
	TOTAL CONSTRUCTION COST		$67,674.00

The final construction contract cost of $67,674 represents an increase of $13,267 over the construction authorization which totalled $54,407. Items (c) and (e) were understated in the bid documents as 4,990 and 5,610 square yards, respectively, by the Oregon Division of Highways. Items (b) and (d) represent routine extra work required to remedy soft subgrade conditions which were encountered during construction.

Richland's share of the $13,267 overrun is not yet known. $2918.74 . 22% I will review your agreement with the State of Oregon when I receive a copy of it. In the meantime, I understand that the City's share could be up to 25 percent of the overrun.

As I mentioned to you on 3 November, full value has been received for the money spent. That is, the value of the work performed is $67,674. Had that been the initial construction bid, the City could have eliminated one block from the project in order to reduce the cost to a more affordable level. However, assuming the City would have proceeded with the full project had the initial bid been $67,674, then the only difference is the disappointment of finding out you've made only a good buy instead of a killing.

67,674
11 550
$79,224 × 22% $17,429.28

[illegible] $15,796
[illegible] 22% = 17,429
$1,628
[illegible]

12/17/76
H

⑦

CH2M
HILL
engineers
planners
economists
scientists

RECEIVED
NOV 08 1976
R. F. BURNETT
Resident Engineer

5 November 1976

B9790.A2

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ cy Lang
☐ ROE DEC 14 1976 ☐
☐ RDE RECEIVED
REGIONAL OFFICE

Mayor Wilbur O. Connall
City of Richland
Richland, Oregon 97870

Dear Mayor Connall:

Subject: Final Construction Cost for Grading and Paving
1st, 2nd, 3rd, and Vine Streets

Following our conversation in your home on 3 November 1976, Jerry Dennis and I measured the streets and approaches for calculation of final payment under the current contract with Baker Redi-Mix, Inc. On my way back to Boise the same day, I stopped in Baker and discussed the computed quantities with Ernie Scrivner and Sonny Walker of Baker Redi-Mix, Inc. This letter presents the final constructed quantities and the total construction contract cost which I calculated and reviewed with the Contractor.

The constructed quantities are as follows:

(a)	General Excavation	1,909 Cubic Yards
(b)	Extra Excavation for Soft Spots in Sub-grade	70 Cubic Yards
(c)	Aggregate Base 12-inches Thick	6,970 specs 6,906 Square Yards
(d)	Extra Aggregate Base 12-inches Thick for Soft Spots in Subgrade	210 Square Yards
(e)	Class "C" Asphaltic Concrete Paving 2-inches Thick	5,610 specs 7,202 Square Yards
(f)	Asphalt Approaches	27 Approaches

Baker Redi-Mix, Inc. agreed to the determination of final contract payment based upon the unit prices stated in their 26 August 1976 bid.

NOTED: A. D. VOHLAND

Boise Office ■ 700 Clearwater Lane, P.O. Box 8748 Boise, Idaho 83707 208/345-5310

⑥

☐ 1600 Western Bl Corvallis, Oregon 97330
☐ 1525 Court Street · Redding, California 96001
☐ 360 Pine Street · San Francisco, California 94104
☐ 200 S.W. Market St. · 12th Floor · Portland, OR 97201
☐ 12075 East 45th · Denver, Colorado 80239
☐ 555 Capitol Mall · Sacramento, California 95814
☐ 515 W. No n Lights Blvd. · Anchorage, Alaska 99503
☐ 923 D Street · Juneau, Alaska 99801
☐ 777 106th Ave. N.E. · Bellevue, Washington 98004
☐ 414 North First Street · Boise, Idaho 83701
☐ 1930 Isaac Newton Sq. E. · Reston, Virginia 22090
☐

DATE 4 November 1976
JOB NO. B 9790.A2
SUBJECT Richland Streets

Frank Burnett
page - 2

Corresponding to the above dates; the asphalt paving was layed on October 27, 28, and 29th.

I have enclosed a copy of a letter in which the final construction cost has been developed for the City of Richland.

Very Truly Yours
Ernest T. Bramwell
Ernest T. Bramwell
Project Manager

cy Region

[illegible] letterhead was designed to be a handwritten form of communication that will both increase message speed and cut costs

⑤

☐ [illegible] Western Blvd · Corvallis, Oregon [illegible]
☐ 1525 Court Stre[illegible] Redding, California 96001
☐ 360 Pine Street · San Francisco, California 94104
☐ 200 S.W. Market St. · 12th Floor · Portland, OR 97201
☐ 12075 East 45th · Denver, Colorado 80239
☐ 555 Capitol Mall · Sacramento, California 95814
☐ [illegible] Lights Blvd. · Anchorage, Alaska 99503
☐ 923 D Str[illegible] Juneau, Alaska 99801
☐ 777 106th Ave. N.E. · Bellevue, Washington 98004
☐ 414 North First Street · Boise, Idaho 83701
☐ 1930 Isaac Newton Sq. E. · Reston, Virginia 22090
☒ 700 Clearwater Ave. · P. O. Box 8748 · Boise, Id 83707

Mr. Frank Burnett, Resident Engineer
Oregon State Highway Division
P. O. Box 821
Baker, Oregon 97814

DATE 4 November 1976
JOB NO. B 9790 · A2
SUBJECT Richland Streets

☐ RE ☐ RCE ☐ RBE ☐ RME ☐ cy Long ☐ ROE ☐ RDE ☐
DEC 14 1976
RECEIVED
REGIONAL OFFICE

Dear Frank :

Subject: Review of Events Regarding Quantities Understatement On Plan For Street Grading And Paving

On this date I spoke with Dale Allen in LaGrande about the cost overrun. He suggested I note the events in a brief Memo to you.

Teleph.	10/12/76	Contractor asked how total project quantities were calculated - no definite response given
Teleph.	10/22/76	Contractor reported that base gravel had exceeded estimates by more than 20% - Engineer will check and notify contractor
Teleph.	10/27/76	Engineer reported that calculation of quantities had ~~shown~~ confirmed overrun. F. Burnett suggested notification of contractor & city, and make request for extra money after complition and final measurement.
Letters	10/27/76	Engineer sent letters of notification to the City and the Contractor re: 30% overrun
Teleph.	10/28/76	Frank Burnett will forward copies of form for request of overrun funding to Eng.
Mail	10/29/76	Engineer submitted notice of overrun to OSHD-Sal
Jobsite	11/3/76	Job measured for final quantities. Actual overrun confirmed at 25 to 30 %

[illegible] is designed to be a handwritten form of communication that will both increase message speed and reduce costs

notice of the understatement was given to the contractor, Oregon Division of Highways Resident Engineer, and the City of Richland. Work proceeded to completion on 29 October 1976 with the understanding between the contractor and the engineer that payment for work exceeding the quantities stated in the bid documents would be made at the unit prices presented in the contractor's bid.

Except for the bid document error, no major variation from the plans occurred. Numerous soft spots (generally due to excessive moisture in isolated areas of silty soil) were encountered in the subgrade. These were over excavated to a depth of 6 inches and backfilled with base gravel. The total quantity of extra excavation involved was 70 cubic yards.

Excavation work commenced on 22 September 1976 and was completed on 19 October 1976. On several days no excavation work was performed. Laying of base gravel commenced on 12 October 1976 and was completed on 27 October 1976. Asphalt paving required three working days, 27 through 29 October. The contractor paved, at no cost, about 150 to 200 square yards of frontage near two churches on Second Street, south of Main. Day-to-day inspection was provided by City of Richland personnel under direction of the engineer.

1st, 2nd, 3rd & Vine Streets (Richland)
Contract 8423
Prefix 3011089

- Narrative Report -

The project was awarded to Baker Redi-Mix, Inc. of Baker, Oregon on 9 September 1976. No subcontractors were used. It consisted of grading and paving 34 miles of city streets to provide a 30-foot section with 2-inches A.C. pavement over 12-inches of 1-inch minus base gravel.

Both the calendar day count and the construction work began on 22 September. Weather was extremely favorable through the construction period. The Contractor was allowed 40 calendar days, beginning 22 September 1976, to complete the work. All work was completed after 38 days on 29 October 1976. No weekends were worked and no work was performed on 7 weekdays during the construction period. The number of construction personnel and pieces of equipment varied from day to day according to the tasks being performed.

A major overrun occurred on the project for the base gravel and class "C" A.C. items. On 22 October the contractor questioned the bid quantities, stating that actual quantities were exceeding the figures presented in the bid documents.

A comparison of the engineer's final plans and the bid documents on 27 October 1976 showed that the quantities for base gravel and class "C" A.C. had been grossly (25 percent more or less) understated in the bid documents. Official

CH2M HILL

SUBJECT Richland streets
Grad[illegible] and Paving

BY ET Bramwell DATE 11/30/76
SHEET NO. ____ OF ____
PROJECT NO. B 9790.A2

~~4~~ 2

1st 2nd 3rd & Vine Streets (Richland)
Contract 8423
Prefix 301 - 1089
STATEMENT OF OVERRUNS AND UNDERRUNS

	Constr. Authorization	Final Amount	%
Contract Amount	$52,065.00	$67,672.75	+ 30
Contingencies	2,342.93	0.00	- 100
Construction Engineering	5,206.50	5206.50	—
Total Constr. Authorization	$ 59,614.43	$ 72,879.25 + SFO	+ 22

Construction :
Generally, the contractor performed the work satisfactorily according to the plans and specifications and ~~cooperated~~ well with field inspection personel.

Bid Item	Constr. Auth.	Final Amount	%
1. General Excavation (Lump Sum)	$ 6800.00	$ 7049.35	+ 4

Extra excavation for soft subgrade required 70 C.Y. excavation beyond the 1909 C.Y. on which the lump sum bid was based, resulting in a $249.35 upward cost adjustment.

The Excavation was completed on 19 October to the satisfaction of the inspection personel.

2. Aggregate Base (12 inches)	$ 23,952.00	$ 34,156.80	+ 43

An understatement of quantities in the bid documents resulted in a 1296 SQ.Yd. overrun. Additional 210 SQ.Yd. were required for extra excavation, resulting in a total constructed yardage of 7116 SQ.Yd., 12 inches thick.

3. Class "C" Asphalt Concrete	$ 18,513.00	$ 23,766.60	+ 28

An understatement of quantities in the bid documents resulted in a 1592 SQ.Yd. overrun for a total constructed yardage of 7202 SQ.Yd., 2" thick.

4. Extra for Asph. Approaches	$ 2,800.00	$ 2,700.00	- 4

27 asphalt approaches were constructed for which the extra payment was allowed.

[illegible]

[illegible]

FORM E-30

①

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE December 7, 1976

TO W. E. Schwartz
Region Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 8 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FROM P. F. Burnett
Resident Engineer

SUBJECT 1st, 2nd, 3rd & Vine Streets
(Richland)
Contract 8423

Enclosed please find the following data for semi-final estimate on subject contract that was submitted through this office by E. T. Bramwell of CH2M + Hill, Resident Engineer for this project.

Copy of Transmittal letter from E. T. Bramwell
1 book - Book # 1 containing the following:
- Semi-final estimate
- Final Index
- 6 pages - support for bid items
- Statement of Overruns and Underruns
- Construction Engineers Statement
- Narrative Report
- Region Certification
- Test Result Summary
- 4 sheets - Copies of Lab. reports & Field Test Results
- 7 sheets - Copies of Contractor Payrolls
- 2 sheets - Labor Compliance Reports.
- 2 sheet - Record of telephone conversations
- 1 CH2M Diary(in book form)
- 1 copy of Contractor Wage Certifications
- 1 book - Misc. notes
- 2 sets - As Constructed Drawings

Letter of acceptance from City of Richland has not been received, will be submitted later.

Please review the attached data to determine if we have any liability in this overrun. If we do have some liability, one solution that may be possible would be to allow 86% - 14% funding of this project, as I understand $100,000 was programmed with FHWA.

Your recommendation is requested.

RCL/dlm
Attachments

cc: P. F. Burnett

8423

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

December 15, 1976

Roger C Lang

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Projects Engineer

SALEM

SUBJECT: 1st, 2nd, 3rd and Vine Streets
City of Richland
Contract 8423
Project OS-0101(1)

Attached are copies of several letters and notes concerning the circumstances surrounding the cost overrun on the above project.

On Monday evening, December 13, 1976, I met with the Common Council of Richland to answer questions and to explain the chain of events leading to the erroneous quantities shown on the bidding plans.

As the preliminary plans dated July 7, 1976 showed the correct quantities and were approved for printing, it was necessary to admit the Highway Division reduced the quantities. I also stated, even though an error was made by the Division, I felt CH2M-Hill, the City's consultant, should have noted the error and advised us prior to the bid opening. I was at a loss to explain how the error went undetected through our normal letting procedure. (See Pages 15 and 16 of attachment.)

The Council also advised me they were not aware of the overrun until after the project was completed. The Council indicated they may have elected to reduce the paving in order to remain within the contract amount.

I advised the Council that under the terms of the Construction Finance Agreement the City or their agent was responsible for construction engineering and prosecution of the project. Also, the consultant should have detected the error rather than having the contractor point out the error. (Please note Sheet 10 shows a letter to the mayor on October 27, 1976, but I have no way of knowing when the City received it.)

The Council then read to me Item 3, Page 3 of the Construction Finance Agreement and contended we do have some responsibility in the matter. It does appear they have a valid point.

Going back to the original application, telephone conversations with Ernie Bramwell showed that CH2M-Hill showed $61,000 as project cost for construction but failed to include P. E. and Construction Engineering ($11,550). This increases the total estimated cost to $72,550 which is not too far from the final costs.

12-17-76 / Discussed this matter with Roger Lang. Decided OS Funds would finance 78% of the project cost and the City would have to finance the balance. / *

Letter
File
Action
R/P
Investigate
Info ✓

B

*

Jan. 11, 1977
City of Richland
P.O. Box 236
Richland, Or. 97870

Mr. P.F. Burnett
P.O. Box 821
Baker, Oregon 97814

Dear Mr. Burnett:

Enclosed please find copies of the "Price-Agreement" and "Project Certification By Local Agency".

I am very sorry for the inconvenience the lateness of these articles might have caused.

As you know several new persons were elected to the City Council, Office of Mayor and Recorder in the recent general election.

The old members of the City Council delayed the signing of these documents until new members took office Jan. 10, 1977, and Mr. Silver went over the Price Agreement

Again, I apologize for the delay.

Sincerely,
Geraldine Stevens -
City Recorder
City of Richland
Richland, Or. 97870

Form E-373 (Rev. 10-66)

ORE ON STATE HIGH VAY DEPARTME

Expected Overrun of Project Authorization

Project Grading and Paving 1st 2nd 3rd & Vine Streets Date 10 November 1976

Highway City Streets - Richland, Oregon Contract No. 8423

County Baker Kind of Work Grading & Paving Contractor Baker Redi-Mix, Inc.

	Authorized	Estimated
Contract Amount	$52,065.00	$67,672.75
Anticipated Items		
Contingency (4½%)	2,342.93	0.00
Engineering	5,206.50	5,206.50
Credits		
PROJECT COST	59,614.43	$72,879.25

NET INCREASE $ $13,264.82 = 22.25 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
1. (U) General Excavation	$7049.35	+$249.35
2. (C) Aggregate Base (12" Thick)	34,156.80	+$10,204.80
3. (C) Class "C" A.C. (2" Thick)	23,766.60	+ 5,253.60
4. (C) Extra for A.C. Approaches	2,700.00	-$100.00
	$67,672.75	+$15,607.75

Principal reasons for overruns (Continue on reverse side): Engineer's quantity estimates were modified for the bid documents resulting in a major understatement of quantities. Normal changes due to project conditions.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ernest T. Bramwell
Resident Engineer

Noted by
for Construction or ~~Bridge~~ Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

FORM 81-734-3030

STATE HWY ENGR
JAN 19 '77
REFER TO
File
Act
Sign
D/R
R/D
Inves
Info

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8423

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 18, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: 1st, 2nd, 3rd and Vine Streets
City of Richland
Contract No. 8423
Project Overrun

Herewith form E-372 showing a 22.25 per cent overrun of the project authorization for this contract. This is an Off-System project (the first one to overrun) engineered by CH2M Hill. Baker Redi-Mix, Inc. was the contractor and the project was completed October 29. The reason for the overrun is quantity overruns on two bid items. Aggregate base was set up on a square yard basis and overran 38 per cent. A.C. paving was also on a square yard basis and overran 28 per cent. These overruns, along with two minor added items, are covered by a price agreement which was acknowledged and signed on behalf of the City of Richland.

The reason for the overrun is an understatement in the plans and contract of the quantities needed to perform the project. The consultant indicates, both on this form and in his narrative report, that the original estimated quantities were reduced by the State in preparing the project for bidding. I am advised this did occur. There is apparently an arithmetic error so the quantities were too low to construct the project to the limits in the plan. At the time, the difference between our computation and the consultants location quantities was thought to be due to deleted work on Walnut Street.

Because this is a Transportation Commission contract and the general provisions of the construction finance agreement (miscellaneous C. and A. 5443) requires that all applicable State regulations are to be complied with, we have administered the payment process the same as if there were State funds involved. I conclude that it is appropriate to submit this overrun request in the usual manner. Most of the added cost is at bid prices, so this does not have to go to the Public Contract Review Board. A rough draft letter to the Transportation Commission is attached.

I just discovered there is a complication on the funding. See attached memo by Warren Richards. Further discussion with County-City indicates the $8,300 City deposit we hold was low anyway. It was based on a 14 per cent City share (derived when State was changing to 86 per cent federal funding on many categories) whereas the City share per agreement is 22 per cent. If we add the liaison engineering cost (estimated at $3,650 but with only $1,837 showing on December job cost summary) the short-fall of the City share could be $8,536 yet due.

Change to 14%?
= $10,203.10
= $1903.10 owed.

In the meantime, we should at least release payment to the contractor. I have not changed the form or request to include the above liaison engineering. It would be within a new allowable 10 per cent overrun.

cy file to
Geo Hopkins
1-24-77

JAB:fr
Att.
cc: Robert Church

1-24-77
cy - Keasey
Pay off contractor.
EDH

84.23 P

DATE: January 25, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Contract No. 8423, Project Overrun
1st, 2nd, 3rd and Vine Streets
City of Richland

A 22.25 percent overrun has occurred on this project. This is an off-system project and Baker Redi-Mix is the contractor. The reason for the overrun is quantity overruns on two bid items. Aggregate base was set up on a square yard basis and overran 38 percent. Asphalt concrete paving was also on a square yard basis and overran 28 percent.

The reason for the overrun is an understatement in the plans and contract of the quantities needed to perform the project. The quantities were too low to construct the project to the limits in the plan. The project is financed 22 percent by the City and the remainder by Federal funds. The overrun work is Federal participating. We will look to the City to provide their remaining share.

Your approval of an increase of $13,264.82 to a new total authorization of $72,879.25 is requested. This matter will be on the Consent Calendar for your consideration at the February 15 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
W. E. Schwartz
George Bell
Max Klotz

1442

13

January 27, 1977

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

Contract No. 8423 awarded to Baker Redi-Mix, Inc., for work on 1st, 2nd, 3rd and Vine Streets in Richland, Baker County, was completed on October 29, 1976, and accepted by the State Highway Engineer on January 27, 1977.

Final payment in the amount of $18,292.02 will be released to the contractor after February 1, 1977. The total contract amount is $67,658.77 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Baker Redi-Mix, Inc.
East "H" St.
Baker, OR 97814

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. R. Schwartz

842-3

STATE COPY

1

U.S. DEPARTMENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)

INITIAL REPORT

& Final Inspection Report

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 2-24-77	INSPECTION MADE BY [illegible]. A. Nichols, Area Engr.		PROJECT NO. OS-0101(1)

IN COMPANY WITH

Dale Allen, Regional Construction Engr., OSHD

LOCATION

The project consisted of grading and paving several streets in the city of Richland.

CONTRACTOR NAME AND ADDRESS

Baker Redi-Mix, Baker, Ore.

AWARD DATE 9-9-76	CONTRACT AMOUNT $52,065.00	TIME ALLOWED 40 days	TIME STARTED unknown	WORK STARTED 9-22-76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unkn.	TIME ELAPSED Unknown	WORK COMPLETED 100%	

REMARKS

1st, 2nd, 3rd & Vine Sts. (Richland)

This project appeared to have been constructed in accordance with the plans. So I have to recommend acceptance. However, in my opinion, the product fell short of being a desirable project. The narrow pavement left a gap between the sidewalk in one area and the pavement. I didn't check the pavement section with a straight edge but visually it appeared that there was very little crown.

Mr. Allen stated that according to their checks they made, the materials met specification requirements.

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

```
                                                                                FISCAL                 GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION  GR  CURRENT MONTH    YEAR TO DATE           TO DATE          BEG   END

                                                      TOT       P1        2,361.74         2,361.74            2,361.74
                                                     ** JOB TOTALS **     2,361.74  **     2,361.74  **        2,361.74  **

  DIST 3 WARNING SIGNS         CONT NO        FA PROJ NOS SRS 00S097 100                                                 STATE
                                  237    1032     276       01 P 1                          101.[illegible]          101.[illegible]    [illegible] [illegible]
                                                  TOT       P1                              101.36              [illegible]
                                                 ** JOB TOTALS **                **         101.36  **          101.36  **

  DIST 5 WARNING SIGNS         CONT NO        FA PROJ NOS SRS 00S099 100                                                 STATE
                                  237    1032     276       01 P 1                          380.43              380.43      77   [illegible]
                                  237    1032     [illegible] 00 P 1                         58.47               58.47      76   [illegible]
                                                  TOT       P1                              438.90              438.90
                                                 ** JOB TOTALS **                **         [illegible]  **     [illegible]  **

  CAMPBELL ST-AUBURN AVE       CONT NO [illegible] = FA PROJ NOS [illegible] 100                                        STATE
                                  301    10[illegible] [illegible] 00 P 1               91,[illegible]       91,[illegible]    76   77
                                  301    1088     [illegible] 00 N 1                        [illegible]         [illegible]     77   77
                                  301    [illegible] [illegible] 01 P 1                  38,[illegible]       3[illegible]     77   [illegible]
                                  301    [illegible] [illegible] 00 N 9                  [illegible]          [illegible]     [illegible] [illegible]
                                  301    [illegible] 276     00 N 9     28,951.93CR     132,416.[illegible]  [illegible]CR   [illegible] [illegible]
                                  [illegible] [illegible] [illegible] 00 N 9 [illegible]  [illegible]       [illegible]     [illegible] [illegible]
                                  [illegible] [illegible] [illegible] 00 P 1 [illegible]  4,[illegible]    4,[illegible]    [illegible] [illegible]
                                  301    10[illegible] [illegible] 00 N 1     27.93        [illegible]          [illegible]     76   [illegible]
                                                  TOT       P1         [illegible]       [illegible]          [illegible]
                                                  TOT       N1              27.93        [illegible]          [illegible]
                                                 ** JOB TOTALS **           1[illegible].71  **  131,357.[illegible]  **  131,[illegible]  **

  VARIOUS STS OF RICHLAND      CONT NO 0423 = FA PROJ NOS OS  101001 100                                                 STATE
                                  301    1039     201       00 P 1     15,[illegible]   17,[illegible]      17,[illegible]   [illegible] [illegible]
                                  301    1039     204       00 N 1      2,[illegible]                                  [illegible] [illegible]
                                  301    1039     [illegible] 00 N 1       317.[illegible]      317.[illegible]       317.[illegible]   77   77
                                  301    1039     [illegible] 00 N 9       16[illegible]CR   [illegible]CR    [illegible]CR   [illegible] [illegible]
                                  301    1039     [illegible] 00 N 9                     6,[illegible]       6,[illegible]    [illegible] [illegible]
                                  301    1039     [illegible] 00 N 9       162.06         12,444.38          42,444.38      [illegible] [illegible]
                                  301    1039     [illegible] 00 P 1        63.10            [illegible].71       [illegible]    [illegible] [illegible]
                                  301    1039     [illegible] 00 N 1         [illegible].30     83.76               83.76     [illegible]   77
                                  301    1039     500       01 P 1                        2,044.59            2,044.59      76   77
                                  301    1039     [illegible] 01 N 1        18.82            18.82               18.82      77   77
                                                  TOT       P1         15,[illegible].87     70,043.07          70,043.07
                                                  TOT       N1          2,991.43            399.64              399.64
                                                 ** JOB TOTALS **      18,69[illegible].30  **  70,442.71  **     70,442.71  **

  CITY BAKER PAVEMENT MARKING  CONT NO        FA PROJ NOS PMS 00S046 100                                                 STATE
                                  301    1030     270       01 P 1                          266.28              266.28      76   76
```

```
TOTAL TO DATE JOB COST SUMMARY                                           FEBRUARY 1977         PAGE  478

                                                                              FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                                     TOT      P1                            72.32            803.36
                                                     TOT      N1                                             427.95
                                                   ** JOB TOTALS **                **       72.32  **      1,231.31  **

  BIRCH STREET-BAKER              CONT NO          FA PROJ NOS M   860001 100                                          STATE
                                     301     1937    296      00 N 9                       4,473.32CR      4,473.32CR
                                     301     1937    298      00 N 9                       4,473.32        4,473.32
                                     301     1937    901      00 P 1                                       2,465.47
                                     301     1937    905      00 P 1                            5.12       1,286.68
                                     301     1937    905      00 N 1                            5.93           5.93
                                     301     1937    910      00 P 1                                         900.67
                                     301     1937    914      00 P 1                          100.94         102.38
                                     301     1937    920      00 P 1                           10.00          22.34
                                     301     1937    921      00 P 1                          131.85         439.77
                                                     TOT      P1                              247.91       5,217.31
                                                     TOT      N1                                5.93           5.93
                                                   ** JOB TOTALS **                **      253.84  **      5,223.24  **

  CITY-WIDE SIGNING PROJECT       CONT NO          FA PROJ NOS SRS 00S030  50 HHS 00S012  50                           STATE
                                     301     1938    296      00 N 9                         259.98CR        387.49CR
                                     301     1938    298      00 N 9                         259.98          387.49
                                     301     1938    905      00 P 1                         144.45       [illegible]
                                     301     1938    906      00 P 2                         144.41       [illegible]
                                                     TOT      P1                             144.45          275.41
                                                     TOT      P2                             144.41       [illegible]
                                                   ** JOB TOTALS **                **      288.86  **        430.54  **

  VARIOUS CITY STS(RICHLAND)      CONT NO          FA PROJ NOS OS   101001 100                                         STATE
                                     301     1940    295      00 N 9                       1,425.00        1,425.00
                                     301     1940    296      00 N 9                       8,003.96CR      8,003.96CR
                                     301     1940    298      00 N 9                       6,578.96        6,578.96
                                     301     1940    901      00 P 1                                           4.30
                                     301     1940 [illegible] 00 P 1                                       7,350.00
                                     301     1940 [illegible] 00 P 1                          101.16         205.24
                                     301     1940    905      00 N 1                            5.93           5.93
                                     301     1940    910      00 P 1                                          51.32
                                     301     1940    920      00 P 1                           31.68          31.68
                                     301     1940    921      00 P 1                          345.92         345.92
                                     301     1940    923      00 P 1                                         425.61
                                                     TOT      P1                              478.76       8,414.07
                                                     TOT      N1                                5.93           5.93
                                                   ** JOB TOTALS **                **      484.69  **      8,420.00  **

  SW WESTERN AV-6TH ST(CORVALLI CONT NO            FA PROJ NOS HRP 507006 100                                          STATE
                                     302     1924    296      00 N 9        16.38CR          169.65CR        250.25CR
```

8423

CH2M HILL Project No. 9790.A2
Oregon Highway Contract No. 8423
Grading & Paving 1st, 2nd, 3rd,
and Vine Streets
Richland, Oregon

Explanation of extra time and expense charges on addendum billing for construction engineering services rendered through 3 December 1976.

Task Description	Man-Days		Expense
	Engr.	Office	
Project documentation beyond normal construction reporting as required by Oregon Highway Division	1		
Recomputation of project quantities and resolution of origin of quantities error appearing in the project bid documents.	1/2		
Communications and correspondence with City of Richland, Oregon Division of Highways, and Baker Redi-Mix, Inc. regarding the bid documents quantities error and arrangements for establishing final quantities and payment.	2 1/2	1/2	$30.00*
Extra reporting for project finalization according to requirements and requests by Oregon Division of Highways.	1 1/2	1/2	$ 5.00*
Totals	5 1/2	1	$35.00

*Telephone Expense

CH2M HILL
engineers
planners
economists
scientists

CH2M HILL Project No. 9790.A2
Oregon Highway Contract No. 8423
Grading & Paving 1st, 2nd, 3rd
and Vine Streets
Richard, Oregon

Ge[illegible] ok to pay
[illegible]
3/[illegible]/77
[illegible]

Mayor Wilbur Connall
City of Richland
Richland, Oregon 97870

For engineering services rendered through 3 December 1976 for supplemental project documentation, bid documents quantities error resolution, and project finalization according to requirements of the Oregon State Highway Division beyond the scope of consulting services defined by our 29 August 1975 agreement.

	Man Day	Salary
Extra Services During Construction*	5 1/2	$ 427.00
Office	1	37.00
Subtotal		$ 464.00
Salary Overhead @ 31.66%		147.00
General and Administrative Overhead @ 115.28%		535.00
Subtotal		$1,146.00
Profit @ 15%		172.00
Expenses:		
Communications		35.00
TOTAL AMOUNT DUE*		$1,353.00

Prefix 301-1089-900
Approved 3/4/77
Regional Engineer

*See attached explanation of addendum billing charges for engineering services.

OK by Richland City Council Feb-14-77
Filing [illegible]
[illegible] Mayor
[illegible]
[illegible] 3-[illegible]-77

Bob Prange, Local Govt. Programs

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE MAR 31 1977 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

CH2M HILL
engineers
planners
economists
scientists

CH2M HILL Project No. B9790.A2
Oregon Highway Contract No. 8423
Grading & Paving 1st, 2nd, 3rd
and Vine Streets
Richland, Oregon

Mayor Wilbur Connall
City of Richland
Richland, Oregon 97870

For engineering services rendered through project completion under our construction engineering contract of 29 August 1975.

	Man Days	Salary
Services During Construction	9	$ 699.00
Construction Surveys	12	649.00
Office	1	38.00
Subtotal		$1,386.00
Salary Overhead @ 31.66%		439.00
General and Administrative Overhead @ 115.28%		$1,598.00
Subtotal		$3,423.00
Profit @ 15%		513.00
Expenses:		
Travel Costs		$ 248.00
Miscellaneous Expenses		16.00
		$ 264.00
TOTAL AMOUNT DUE		$4,200.00

APPROVED

Florence McGrew, Mayor - 3-30-77

Billing Conforms with requirements & Approved consultant Agreement -
R.C. Lang
Fed. Aid Engr.

DIVISION ENGINEER

8423

FORM 81-734-2030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 31, 1977

SUBJECT: Construction Finance Billing
Richland City Streets
Contract No. 8423
FA No. OS-0101(1)

FROM: R. C. Lang
Regional Federal Aid Engineer

R C Lang

TO: V. E. Skoog, Controller
Finance Branch

SALEM

Attached is billing for engineering services performed by CH2M-Hill on the above subject project.

The billing has been reviewed by the city and approved for payment by Mayor Florence Nedrow. Also, the billing has been approved by Region V staff. Your approval is recommended.

RCL/dlm
Attachment

cc: Ernest Bramwell, CH2M-Hill
Gerry Stevens, Richland City Recorder
C. T. Keasey
Local Government Programs
P. F. Burnett

[illegible]
APR 4 '77
REFER TO
FOR
Investigate
R/D
See me

Ha - FRED

NOTED
MAINOR C. HOLMES

CH2M-Hill B-9790.A2
Proj. FAP# OS-0101(1)
Cost Analysis, incurred

Jones
5/2/77
SCHEDULE A

Month proc.	Labor		Expenses			
	employee	hrs.	supplies	travel	serv. ctrs.	other
1976			$	$	$	$
Mar.			2400			
Aug.	Bramwell	2				
Sept.	"	29		5900		900
	Kidwell	31				
	Moore	29				
Oct.	Bramwell	25~		5290	2200	4583
	Kidwell	24~				
	Moore	23~				
Nov.	Bramwell	40~		13545	1940	1650
	Kelley	1~				
Dec.	Bramwell	26~			1400	1769
	Wolverton	4~				
1977 Jan.	—					1801
Feb.	Bramwell	7				
Mar.	"	1				
Note:	"~" Daily Time Sheet	242	2400	24735	5540	10703

Summary of Labor Costs

Bramwell	#726	130 hrs	@ $ 2540	=	$ 330164
Kidwell	#790	55	1965		108130
Moore	#728	52	1539		80028
Wolverton	#1101	4	1461		5844
Kelley	#1476	1	699		699
Total labor					$ 524865

Summary of Expense

Service Center	$ 5540~
Travel	24735~
Supplies	2400
Communication	3500
Miscellaneous	7203
Total expense	$ 43378
Total project cost	$ 568243

Bill Received	Labor + M/U		Expenses	Total
3-9-77	52 hrs.	$1,318.00	$ 35.00	$1,353.00
4-4-77	172 hrs.	3,936.00	264.00	4,200.00
Total Billed	228 hrs.	$5,254.00	$299.00	$5,553.00
Project Detail Report	242 hrs.	5,248.65	433.78	5,682.43
Undefined, not billed	14 hrs.	$ (5.35)	$134.78	$ 129.43

Schedule A attached, shows an analysis of the costs incurred by consultant. I verified the majority of the cost items to source documents such as Daily Time Reports and Expense Statements.

The provisional markups on direct labor charges to cover payroll additives, overhead and profit were in accordance with Agreement and with consultant's standard practices. Actual costs during the project period were higher than the provisional rates, but in view of maximum costs billed no adjustment was permissable.

Conclusion

I recommend payment to consultant of his final billing, $4,200, an amount eligible for reimbursement by FHWA under the Off-System Program per Agreement.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: L. C. Lang
R. J. Hacek

8423

STATE OF OREG N
HIGHWAY DIVISION

INTERC CE MEMO

TO: Vernon E. Skoog
Controller

DATE: May 9, 1977

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Audit Report
CH2M-Hill
FAP #OS-0101(1)

Definition Statement

OSHD and the City of Richland entered into an Off-System Project to improve certain rural public roads. By a separate agreement, approved by FHWA October 28, 1975, City employed CH2M-Hill as consultant to perform both preliminary and construction engineering. Contract 8432 was subsequently awarded on the project.

Preliminary engineering was not to exceed a lump sum amount of $7,350. Consultant billed this amount in March, 1976, and was paid in full.

Construction engineering was negotiated on an actual cost basis not to exceed $4,200. Consultant submitted a billing (undated), received March 9, 1977, for $1,353.00 with the following explanation:

> *"For engineering services rendered through 3 December 1976 for supplemental project documentation, bid documents quantities error resolution, and project finalization according to requirements of the Oregon State Highway Division beyond the scope of consulting services defined by our 29 August 1975 agreement."*

This billing was approved by City and appropriate OSHD engineers, then paid in full. On April 4, 1977, we received a final (undated) billing from consultant for $4,200 per agreement. Both of these billings for construction engineering were at actual cost and subject to audit.

Analysis

On May 2, 1977, I met with the Chief Accountant, Chester Young, at consultant's Corvallis office. While their Boise office actually handled the project, all records were available at Corvallis. I had conducted frequent audits of other projects handled by consultant, some within the past 12 months, so I relied heavily upon the permanent audit file at this time.

Consultant's "Project Detail Report" (blue sheet) was the basis upon which the billings issued. The final report, per ADP printout copy in file, showed the following relationship to the billings:

```
TOTAL TO DATE JOB COST SUMMARY                                          SEPTEMBER 1977        PAGE  375

                                                                                 FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE       TO DATE

                                                     TOT        P1                                        [illegible]
                                                     TOT        P2                                        [illegible]
                                                  ** JOB TOTALS **              **                **     [illegible]  **

                                            P.E.
VARIOUS CITY STS(RICHLAND)    CONT NO       FA PROJ NOS [illegible] [illegible] 100                              STATE
                                 301     19[illegible]   [illegible]   [illegible] N 9                              1,[illegible]
                                 301     19[illegible]   [illegible]   [illegible] N 9              8.12CR        8,[illegible]CR
                                 301     19[illegible]   [illegible]   [illegible] N 9              8.12          6,[illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
 AD 20 - 1617.00                 301     19[illegible]   [illegible]   [illegible] P 1                            7,[illegible]
 AD 31 - 308.00                  301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
 $1925.00                        301     19[illegible]   [illegible]   [illegible] N 1                            [illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            51.[illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
                                 301     19[illegible]   [illegible]   [illegible] P 1                            [illegible]
                                                     TOT        P1                                        8,[illegible]
                                                     TOT        N1                                        [illegible]
                                                  ** JOB TOTALS **              **                **     [illegible]  **

BAKER-UNITY HWY, AUBURN AVE   CONT NO     & FA PROJ NOS [illegible]  [illegible] 100                             STATE
                                 301     1946    [illegible]   [illegible] P 1                    1[illegible]         [illegible]
                                 301     1946    [illegible]   [illegible] N 1        2.54        [illegible]         [illegible]
                                 301     1946    [illegible]   [illegible] P 1       33.50        [illegible]         [illegible]
                                 301     1946    [illegible]   [illegible] P 1                    [illegible]         [illegible]
                                 301     1946    914    [illegible] P 1              125.02       1[illegible]        [illegible]
                                 301     1946    [illegible]   [illegible] P 1       [illegible].19  [illegible]      [illegible]
                                                     TOT        P1                   327.71       [illegible]         [illegible]
                                                     TOT        N1                     2.54       [illegible]         [illegible]
                                                  ** JOB TOTALS **                   330.25  **   9[illegible].46 **  [illegible]  **

SW WESTERN AV-6TH ST(CORVALLI CONT NO       FA PROJ NOS [illegible] [illegible] 100                              STATE
                                 302     19[illegible]   [illegible]   [illegible] N 9                  .[illegible]       [illegible]R
                                 302     19[illegible]   [illegible]   [illegible] N 9                  .[illegible]CR     [illegible]
                                 302     19[illegible]   [illegible]   [illegible] P 1        2.49          2.49         [illegible]
                                 302     19[illegible]   [illegible]   [illegible] P 1                                  74.[illegible]
                                 302     1924    913    00 P 1                                              1.10
                                                     TOT        P1                    2.49          2.49         [illegible]
                                                  ** JOB TOTALS **                    2.49  **      2.49  **     2[illegible].54  **

NW 9TH AT BUCHANAN(CORVALLIS  CONT NO       FA PROJ NOS HHS 245001 100                                           STATE
                                 302     1926    [illegible]6   00 N 9                                      10,210.10CR
                                 302     1926    [illegible]   00 N 9                                      10,210.10
                                 302     1926    901    00 P 1                                               2,780.68
```

```
TOTAL TO DATE JOB COST SUMMARY                                            SEPTEMBER 1977        PAGE  100

                                                                               FISCAL          GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE       TO DATE       BEG    END
                                 301  1088      90[illegible] 00 N 1                                  [illegible].16       76     77
                                                 TOT      P1                                  131,1[illegible]
                                                 TOT      N1                                       [illegible].13
                                              ** JOB TOTALS **            **              **  131,276.15  **

VARIOUS STS OF RICHLAND          CONT NO 8423 * FA PROJ NOS [illegible] 101001 100                             STATE
                                 301  1[illegible]    2[illegible]   00 P 1                                  67,[illegible].77     76     77
                                 301  1[illegible]    2[illegible]   0[illegible] N 1                                    [illegible]     77     77
                                 [illegible]  [illegible]  [illegible]   [illegible] N 9                                  5[illegible]CR     76     77
                                 301  1[illegible]    297   00 N 9                                   6[illegible]     76     76
                                 301  1069    [illegible]   00 N 9                                  46,[illegible]     76     77
                                 [illegible]  1[illegible]    9[illegible]   [illegible] P 1                                   [illegible]     76     77
                                 301  1[illegible]    9[illegible]   00 N 1                                   1,[illegible].16     76     77
                                 301  1[illegible]    9[illegible]   01 P 1                                   2,[illegible].83     76     77
                                 301  1[illegible]    9[illegible]   01 N 1                                    [illegible]     77     77
                                 301  1069    9[illegible]   [illegible] P 1                                    [illegible].01     77     77
                                                 TOT      P1                                  74,[illegible]
                                                 TOT      N1                                   [illegible]
                                              ** JOB TOTALS **            **              **  7[illegible],1[illegible].44  **

CITY BAKER PAVEMENT MARKING      CONT NO        FA PROJ NOS [illegible] 000046 100                             STATE
                                 301  1090    2[illegible]   01 P 1                                     7[illegible].73     76     77
                                 301  1[illegible]    2[illegible]   0[illegible] N 9                 [illegible]CR      1,[illegible]CR     77     77
                                 301  1[illegible]    2[illegible]   00 N 9                 45.73          1,[illegible]     77     77
                                 301  1090    9[illegible]   00 P 1                                    [illegible]     77     77
                                                 TOT      P1                                   1,[illegible]
                                              ** JOB TOTALS **            **              **   1,1[illegible].54  **

AUBURN AVE-BAKER/UNITY HWY       CONT NO 6579   FA PROJ NOS H   041001 100 TO 041001                           STATE
                                 301  1083    9[illegible]   00 P 1      10.00CR         14.00            14.00      77     77
                                 301  1083    9[illegible]   00 N 1      19.76           19.76            19.76      77     77
                                                 TOT      P1          10.00CR         14.00            14.00
                                                 TOT      N1          19.76           19.76            19.76
                                              ** JOB TOTALS **        9.76  **        33.76  **        33.76  **

RR XING WESTERN AV/6TH-CORV      CONT NO        FA PROJ NOS RRP 007006 100                                     STATE
                                 302  1083    2[illegible]   03 P 1                                   [illegible].62     77     77
                                 302  1083    2[illegible]   01 P 1                                 28,[illegible].34     76     76
                                 302  1083    2[illegible]   01 N 1                                    [illegible].01     76     76
                                 302  1083    2[illegible]   00 N 9                    5.63         2[illegible]CR     76     77
                                 302  1083    2[illegible]   00 N 9                    5.63CR       28,[illegible].00     76     77
                                 302  1083    9[illegible]   00 P 1                                   [illegible].11     75     77
                                 302  1083    9[illegible]   01 P 1                                   9[illegible].93     75     77
                                 302  1083    918   00 P 1                                   1[illegible]7.62     76     76
                                                 TOT      P1                                  31,1[illegible].67
                                                 TOT      N1                                    1[illegible].01
                                              ** JOB TOTALS **            **              **  31,360.68  **
```

Construction

$330.00

14.0

82,800.33

80% of 82,800.33 11,200.26

14% of 82,800.33 1,550.25

3,350.62

5300
19
10225

Why 6,146.76 now paid.

```
                    *
          82.800.33×
                  14=
       1.159 204.62*

                    *




          11.59204
           1.75264
               593
          13.350.61*

  6587.14
  8424.53           ÷
   781.8            Q

       342.446.00*
```

423

November 16, 1977

FILES

For G. W. Wimer
Local Government Manager

City Streets
City of Richland
OS-0101(1)

Bids were accepted on this project on August 26, 1976. By checking on quantities during construction, it was discovered that some of the items had been under estimated, resulting in an overrun of the construction costs. This overrun substantially increased the cost of the project and is beyond the city's financial capabilities. Since the city did not have the opportunity to consider the higher cost, it is felt that they should have some financial assistance to offset these increased costs. To relieve part of this financial burden, we are increasing the federal participation in the entire project from 78% to 86%, resulting in an approximate $6,000 reduction in overrun costs to the city.

HR:lml

cc: D. E. Swan
Dick Hacek
Roger Lang

W

N Bp
DmH

STATE COPY 8423-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. US-0101 (1)	2. COUNTY Baker	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for .33 mile of roadbed grading, aggregate base, and asphalt concrete pavement. All work was performed on the "1st, 2nd, 3rd and Vine Sts. (Richland) Section" on this off system project.

REFER TO

5. CONTRACTOR'S NAME Baker Redi-Mix, Inc.	6. CONTRACT AMOUNT $52,065.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* 30 *feet)*			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.400	30	N/A	

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY R. A. Nichols, Area Engineer	11. DATE OF INSPECTION 2-24-77

12. IN COMPANY WITH
Dale Allen, OSHD, Region 5, Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B. Carter David B. Carter		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 1-25-78	17. TITLE District Engineer	18. DATE 1-25-78

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

G-file
/

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 10, 1976

Federal-Aid Project
No. OS-0101(1)

1st, 2nd, Walnut and Vine Sts. (Richland) Section
City Streets
Baker County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$11,250.00

Type Code 6201
Roadway (City Streets)

General Excavation	All Required		6,800.00
Aggregate Base, 12-inches thick	4,990 sq. yd.	4.80	23,952.00
Class "C" Asphalt Concrete, 2-inches thick	5,610 sq. yd.	3.30	18,513.00
Extra for Asphalt Approaches	28 only	100.00	2,800.00
	Subtotal		$52,065.00
	Engineering		7,289.00
	TOTAL		$59,354.00

Length of Project . . . . . . 0.400 miles
Cost of Roadway per mile . . $148,385.00

Summary of Funds

Description	Total Cost	Federal Funds	Other Funds
Preliminary Engineering	$11,250.00	$ 8,976.00	$ 2,454.00
Roadway	$59,354.00	$46,408.00	$12,400.00
TOTALS	$70,604.00	$55,204.00	$15,400.00

Hold at 78.19 percent
Group 1 - 100 percent
Contract No. 8423
Prefix No. 301-1089
Prefix No. 301-1940 P.E.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8423

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-13-76	State Oregon County Baker Project No. OS-0101(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., 1st., 2nd., 3rd. & Vine Sts. (Richland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-28-75	0.4
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-75	0.4
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 70,604	$ 55,204

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator OCT 13 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon November 30, 1977

Federal Aid Project
No. OS-0101(1)

1st, 2nd, 3rd, Walnut & Vine Sts. (Richland) Section
City Streets
Baker County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 8,425.00
Type Code 6201			
Roadway (City Streets)			
General Excavation	All Required		$ 6,800.00
*Aggregate Base, 12-inchs Thick	7,115 Sq. Yd.	4.80	34,152.00
*Class "C" Asphalt Concrete, 2-inches Thick	7,200 Sq. Yd.	3.30	23,760.00
Extra for Asphalt Approaches	28 Only	100.00	2,800.00
	Subtotal		$ 67,512.00
	Engineering		6,888.00
	TOTAL		$ 74,400.00

*Increase

Length of Project . . . . . 0.400 mile
Cost of Roadway Per Mile. . $186,000.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	Other Funds
Preliminary Engineering	$ 8,425.00	$ 7,228.00	$ 1,197.00
Roadway	74,400.00	63,830.00	10,570.00
TOTALS	$82,825.00	$71,058.00	$11,767.00

Group 1 - 100%
Contract No. 8423
Prefix No. 301-1089
Prefix No. 301-1940 P.E.

8423 State 9

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 12-98
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-20-77

Form Approved; O M B No. 04-R2089
State Oregon
County Baker
Project Number OS-0101(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 70,604	$ 82,825
Federal funds	$ 55,204	$ 71,058
Other revisions		

This modification is made for the following reasons:

To include decrease in preliminary engineering costs and increases in bid item quantities and increase pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of December, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By H S Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

TOTAL TO DATE JOB COST SUMMARY

JANUARY 1972

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OB	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVITY
		** JOB TOTALS **		[illegible]	[illegible]	[illegible]	
[illegible] CONT NO [illegible]		FA [illegible]		[illegible]	[illegible]	[illegible]	[illegible]
		** JOB TOTALS **		[illegible]	[illegible]	[illegible]	
CAMPBELL ST-[illegible]	CONT NO [illegible]	FA [illegible]				[illegible]	[illegible]
		** JOB TOTALS **		[illegible]	[illegible]	[illegible]	
[illegible]	CONT NO [illegible]	FA [illegible]		[illegible]	[illegible]	[illegible]	[illegible]
		** JOB TOTALS **		[illegible]	[illegible]	[illegible]	
CITY BAKER PAVEMENT MARKING	CONT NO [illegible]	FA [illegible]			[illegible]	[illegible]	STATE 77 77 77 77

AL TO DATE JOB COST SUMMARY JANUARY 1978

IPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
[illegible] STREET-[illegible]ER CONT NO	[illegible]	[illegible] HGS M		[illegible] 100	[illegible]	[illegible]	STATE
		JOB TOTALS		[illegible]	[illegible]	[illegible]	
[illegible] SIGNING PROJECT CONT NO	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	STATE
		JOB TOTALS		[illegible]	[illegible]	[illegible]	
[illegible] CONT NO	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	STATE
		JOB TOTALS		[illegible]	[illegible]	[illegible]	
[illegible] CONT NO	[illegible]	[illegible] HGS		[illegible]	[illegible]	[illegible]	STATE

X

MEMORANDUM

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

D. O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

ADDRESS Capitol Bldg.
Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. OS-0101(1)
PROGRAM APPROVED 10-28-75	VOUCHER PERIOD From: 10-28-75 To: 1-25-78

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
Preliminary Engineering:						
$ 8,430.46	$ 8,424.53	85.80	$ 7,228.25	$ 7,228.25		
Construction:						
76,128.44	74,375.80	85.80	63,814.44	63,814.44		
$84,558.90	$82,800.33		$71,042.69	$71,042.69		

	DATE	BY
RECEIVED FHWA DIVISION OFFICE		
AUDIT MADE		
FORWARDED BY FHWA DIVISION OFFICE		Oregon
PASSED FOR PAYMENT		V.E. Skoog Controller

0.00

*Payee must not use this column.

FORM PR-21A (REV. 12-71) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	1st, 2nd, Walnut of Vine Sts. (Richland) Baker County					
	Preliminary Engineering Type Code P.E.					
	City (by Consultant)	Lump Sum			$ 7,350.00	
	State	All Required			1,074.53	
	Total Preliminary Engineering				$ 8,424.53	
	Construction Type Code 6201 (Contract 8423) Roadway (City Streets)					
	Final Contract Payment Summary	Lump Sum			$67,658.77	
	Construction Engineering					
	City (by Consultant)	All Required			$ 4,200.00	
	State	All Required			2,393.82	
	Total Construction Engineering				$ 6,593.82	
	Misc. Project Costs					
	Audit Expenses	All Required			$ 123.21	
	Total Participating Costs				$82,800.33	
	Non Participating Items					
	Preliminary Engineering (State)	All Required			$ 5.93	
	Interest Paid to Contractor	All Required			317.06	
	Construction Engineering (State)½	All Required			82.58	
	(Consultant)	All Required			1,353.00	
	Total NonParticipating Costs				$ 1,758.57	
	TOTAL COSTS				$84,558.90	
	Prepared based on participating costs as shown on Federal Billing as of February 23, 1978.				13,350	
	AMOUNT CARRIED FORWARD					

8425

7/14/75

[illegible] Federal Share

[illegible] City Share

[illegible].50) [illegible] part.

[illegible] City Share

[illegible] Less City Advance deposit

[illegible]

Letter [illegible] Mayor dated 6/2[illegible]/75 says the city has [illegible] for the job

CC 1588

8423

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 30, 1978

FROM: R. C. Land
Region Federal Aid Specialist

TO: Gerald Wimer
Manager, Local Government Section

SUBJECT: Various City Streets
City of Richland
Project No. OS-0101(1)
Contract No. 8423

SALEM

Geraldine Stevens, City Recorder, Richland, has advised me that the City is currently undergoing their annual audit and a problem has been encountered with carry-over funds for the above subject project.

Apparently the auditor needs some indication of a balance due to the State in order to justify the carry-over of funds.

This project was completed in 1977 and accepted by the Federal Highway Administration on February 24, 1977. On November 16, 1977 you increased the Federal participation from 78% to 86% in order to relieve part of the financial burden caused by an oversight during development of plans.

Please review this matter with our Finance Section and see if we can furnish the City with an approximate balance so they may present the information to their auditor.

RC Land

RCL/vmt
cc: Geraldine Stevens
Dick Hacek

PROJECT MANAGEMENT
PLE ☐ CCE ☐
LCE W FAE ☐
AUG 31 1978
File: PM FA
TAA Reynoldson LG C

Better to make a final billing. Please explain change of Fed participation

Coincidence — Was done yesterday

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** August 30, 1978

City of
County Richland **Contract No.** 8423 **Date Completed** 10/29/76

FAS Off System **Section** 1st, 2nd, 3rd, and Vine Streets

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Preliminary Engineering		
	Consultant	$ 7,350.00
	State	1,074.53
	Total P.E.	$ 8,424.53
Payment to the Contractor		$67,658.77
Engineering Consultant		4,200.00
State		2,517.03
Total		$74,375.80
	Total Federal Participation	$82,800.33
Engineering	(Non participating)	
State		$ 88.51
Consultant		1,353.00
Interest paid to Contractor		317.06
	Total (Non participating)	$ 1,758.57
	Total project cost	$84,558.90

City share of project costs

Total cost of project	$84,558.90
Less Federal Funds	71,042.69
City Share	$13,516.21
Less City Advance Deposit	
P.E.	1,925.00
Const.	8,300.00
Amount yet due State	$ 3,291.21

Reference: Billing Form CC 1888

OREGON STATE HIGHW IVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Richland
City Council
City Hall

Richland, OR 97870

Attention of Hon. Florence Nedrow
Mayor

Request No. (assigned by staff engineer or head of section) CC 1888

Date August 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: 1st, 2nd, 3rd, and Vine Streets
OS-0101(1)
Covered by agreement dated 7/30/75 and # 5443

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City advance deposit	$10,225.00	
		Amount previously transferred	8,025.00	
				$2,200.00
Note: Please forward one copy of itemized statement to County along with refund.		City share of project costs	$13,516.21	
		Amount previously transferred	8,025.00	
				$5,491.21
		Amount yet due State		$3,291.21

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 10,225.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. CC 1635
CC 1621

Credit distribution:
P.E. 301-1940
Const. 301-1089

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION
FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 125108

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/14/78	CC 1888		301-1089-297 $3,291.21

RICHLAN

- City of Richland
- City Hall
- Richland, OR 97870
- Attn: Hon. Florence Nedrow, Mayor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing on profect 05-0101(1) 1st, 2nd, 3rd, and Vine Streets per agreement dated 7-30-75 as amended. Billing per attached statement of costs and revenue.			
Total project costs			$ 84,558.90
less Federal Funds received			(71,042.69)
less City advance payment			(10,225.00)
Balance due from City			$ 3,291.21

Ernie Bramwell, CH2M
208-345-5310

C & A 5443 9-23-75

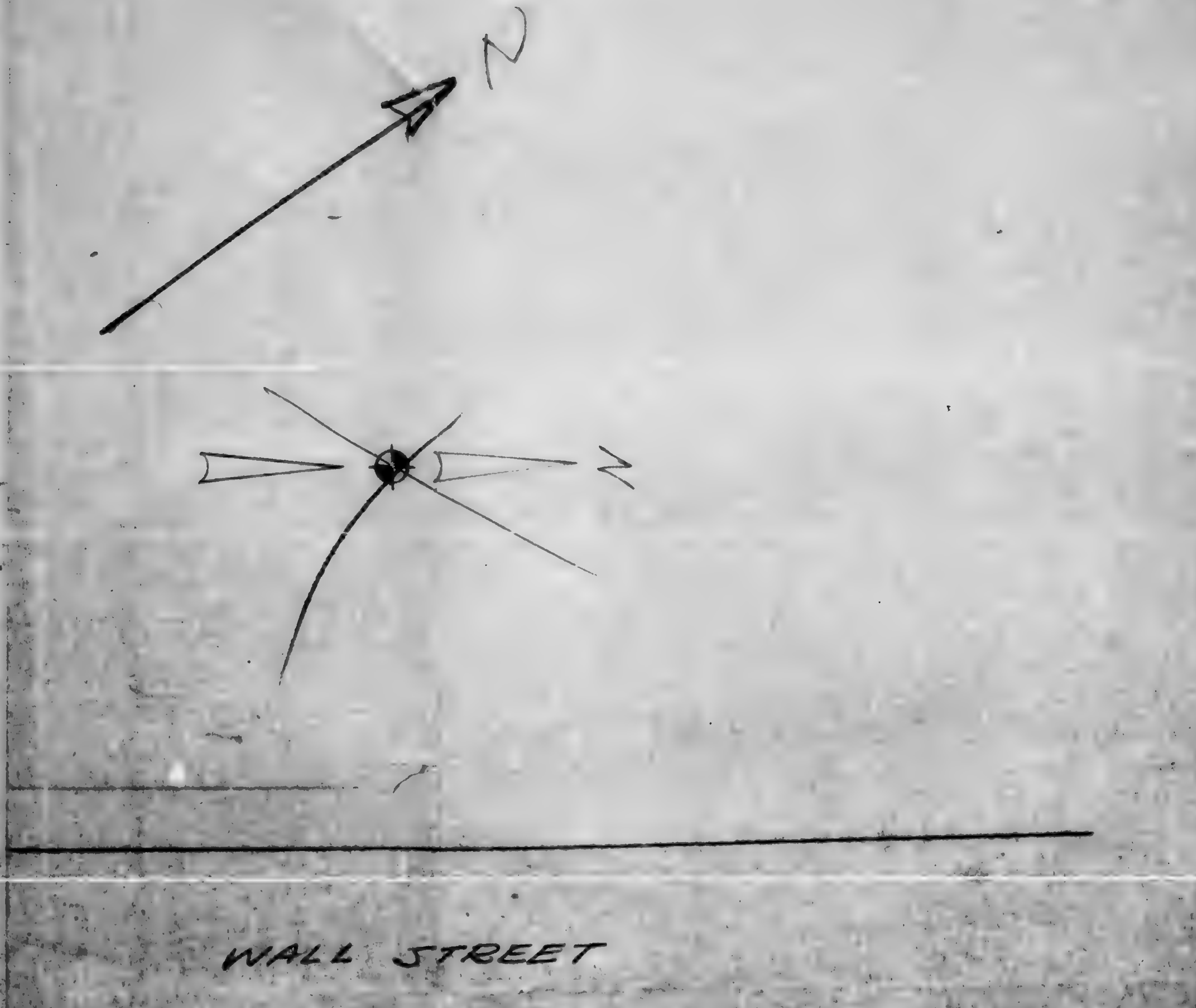
8423 1st, 2nd, 3rd & Vine Sts. 1976
(Richland) Sec.
(Grading & paving)

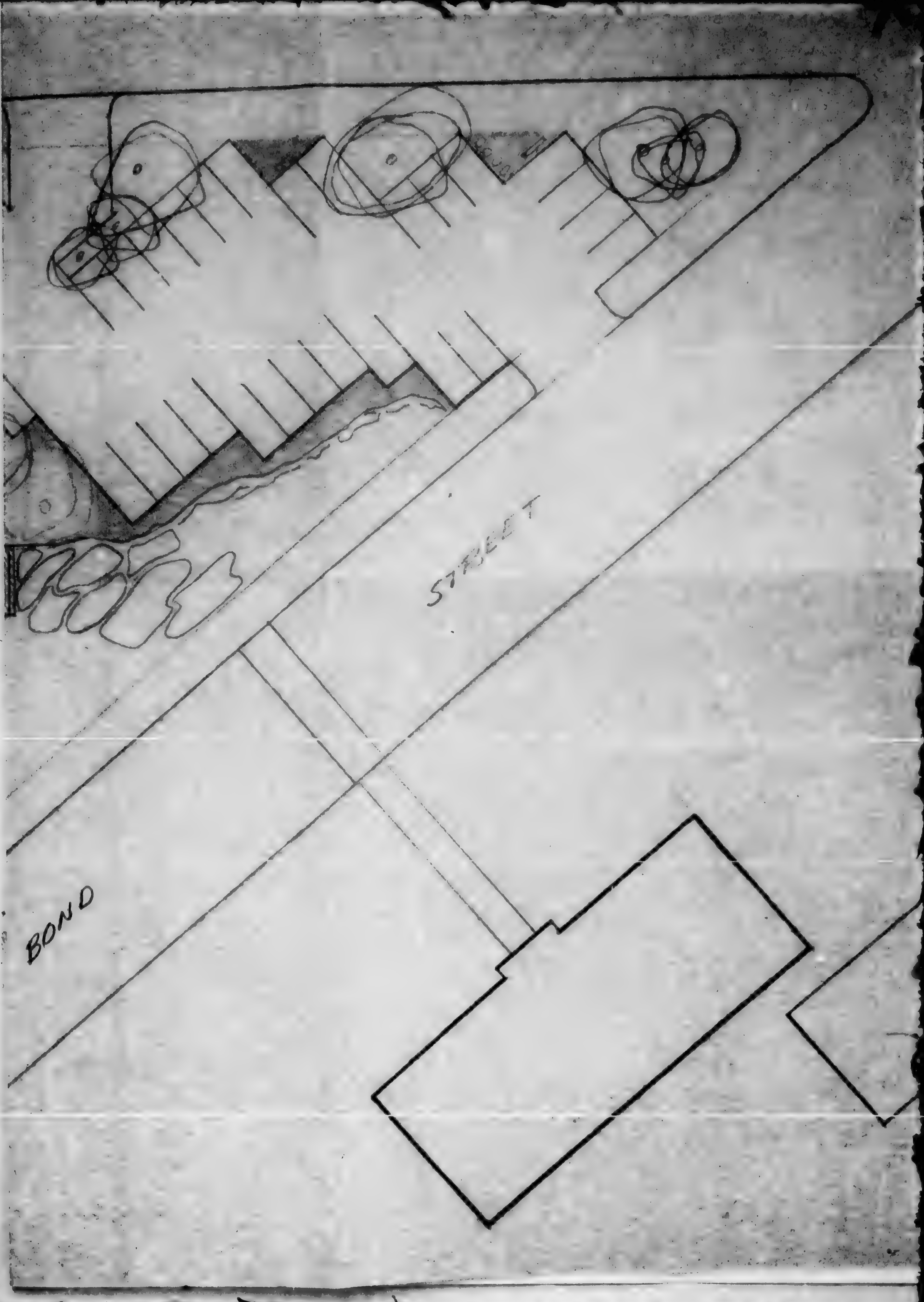
3422 Lafayette Ave.-Newport Ave. 1976
Bend, Sec.
Traffic signal. SEE: #84[illegible]3

8421 Lafayette Ave.-Newport Ave. 1976
(Bend) Sec.
(Landscaping) SEE: #8418

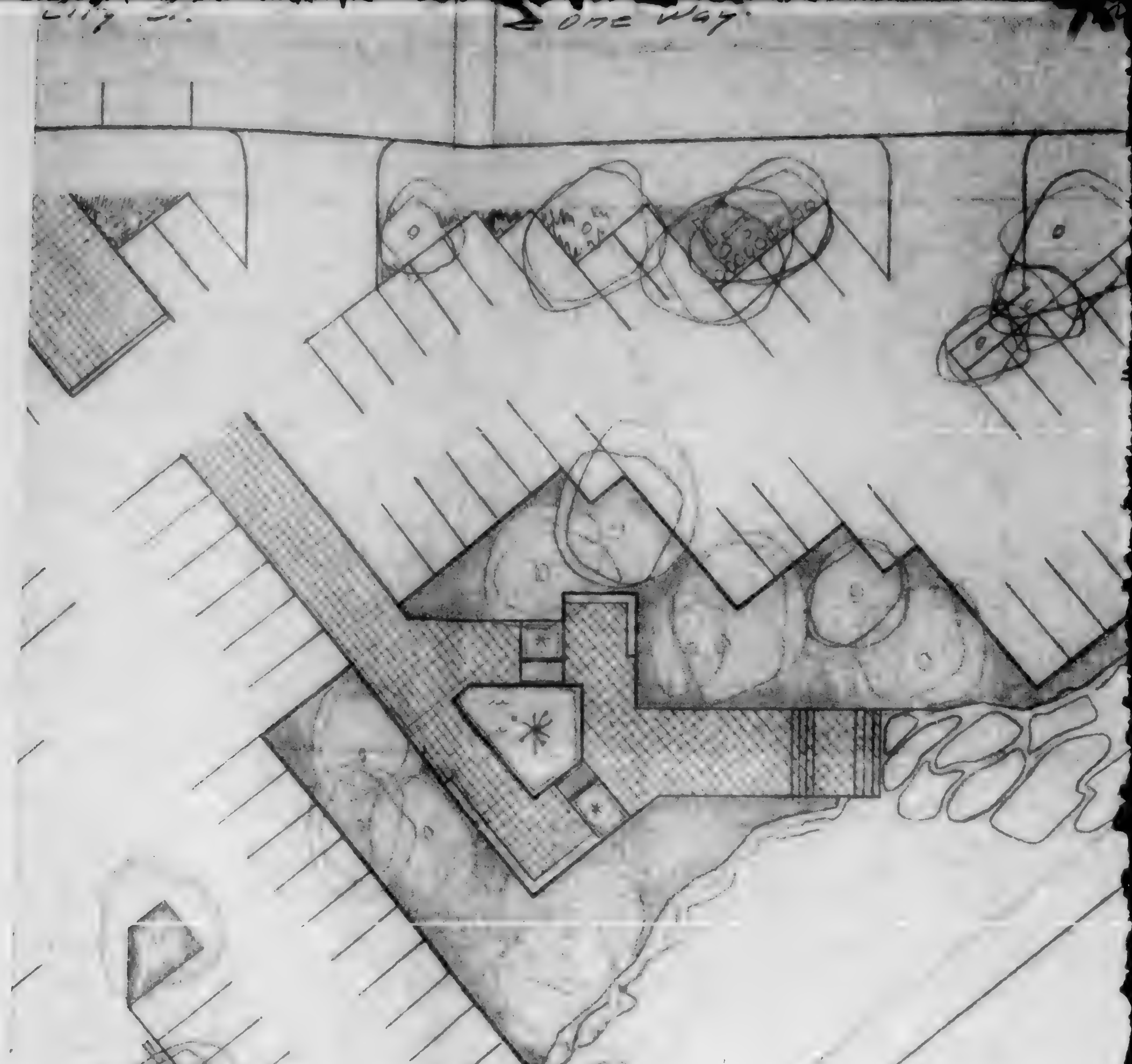
8420 Lafayette Ave.-Newport Ave. 1976
(Bend) Sec.
(Paving) SEE: #8418

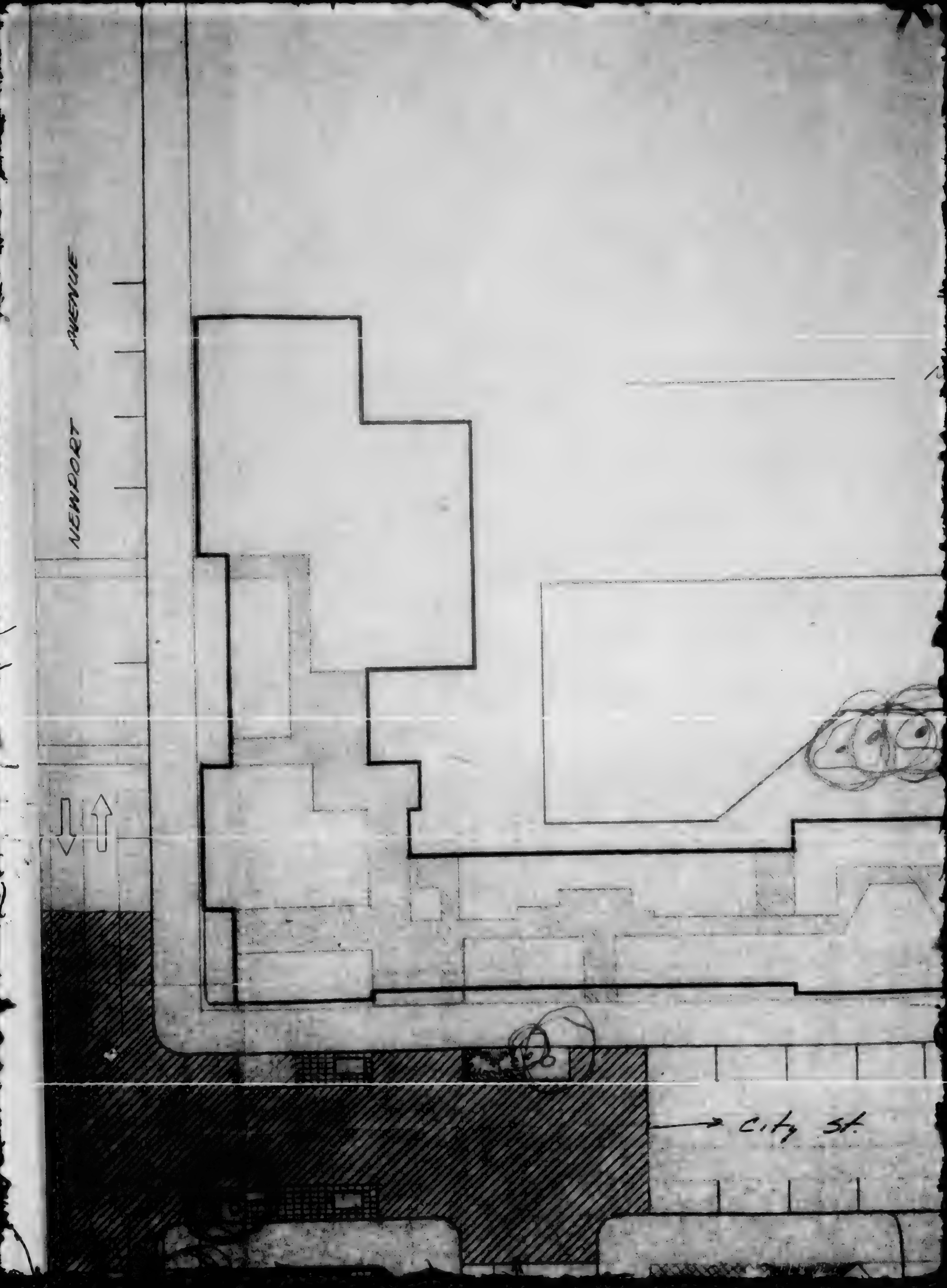
8419 Lafayette Ave.-Newport Ave. 1976
(Bend) Sec.
(Concrete) SEE: #8418

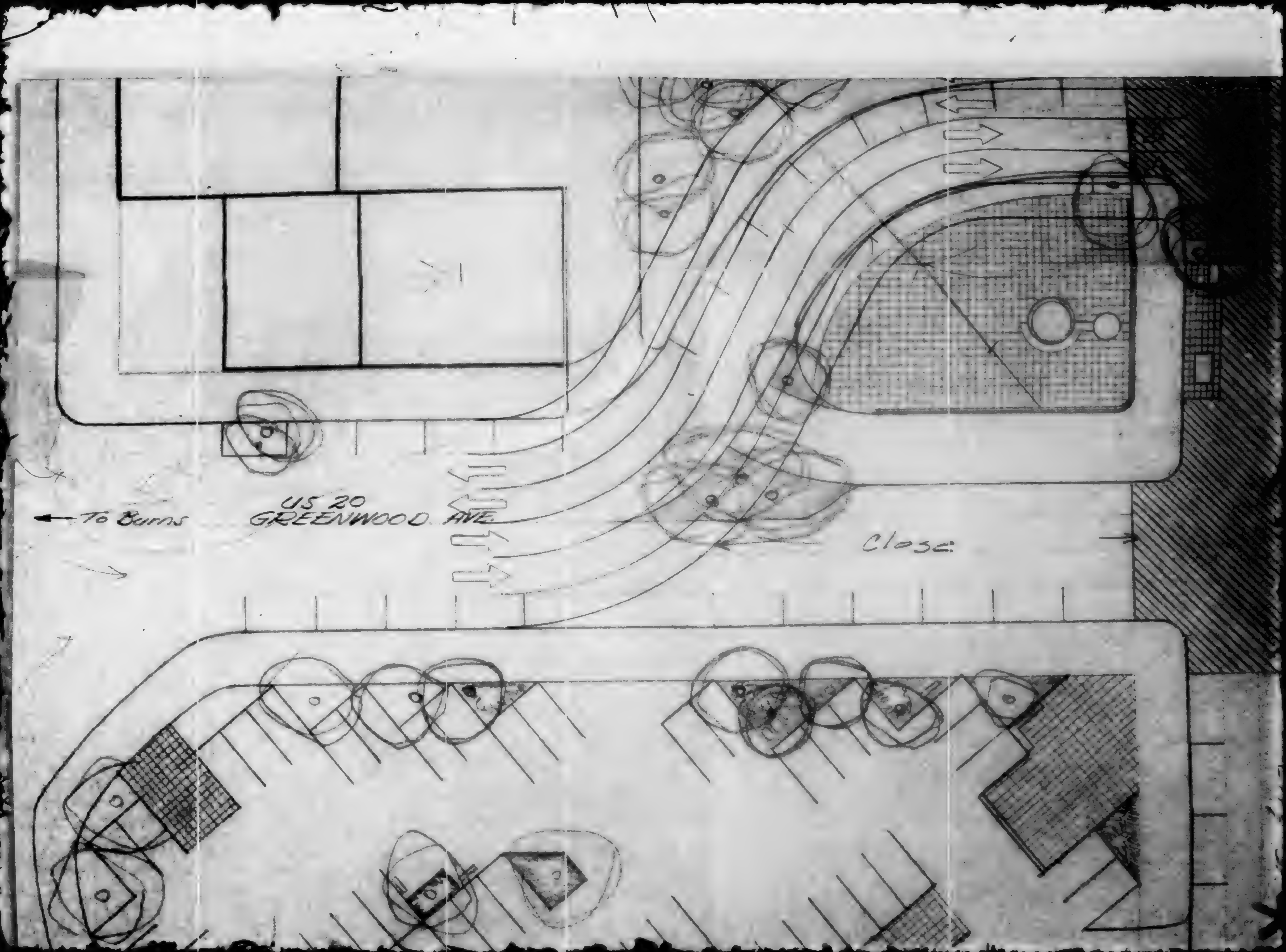

N
N
WALL STREET

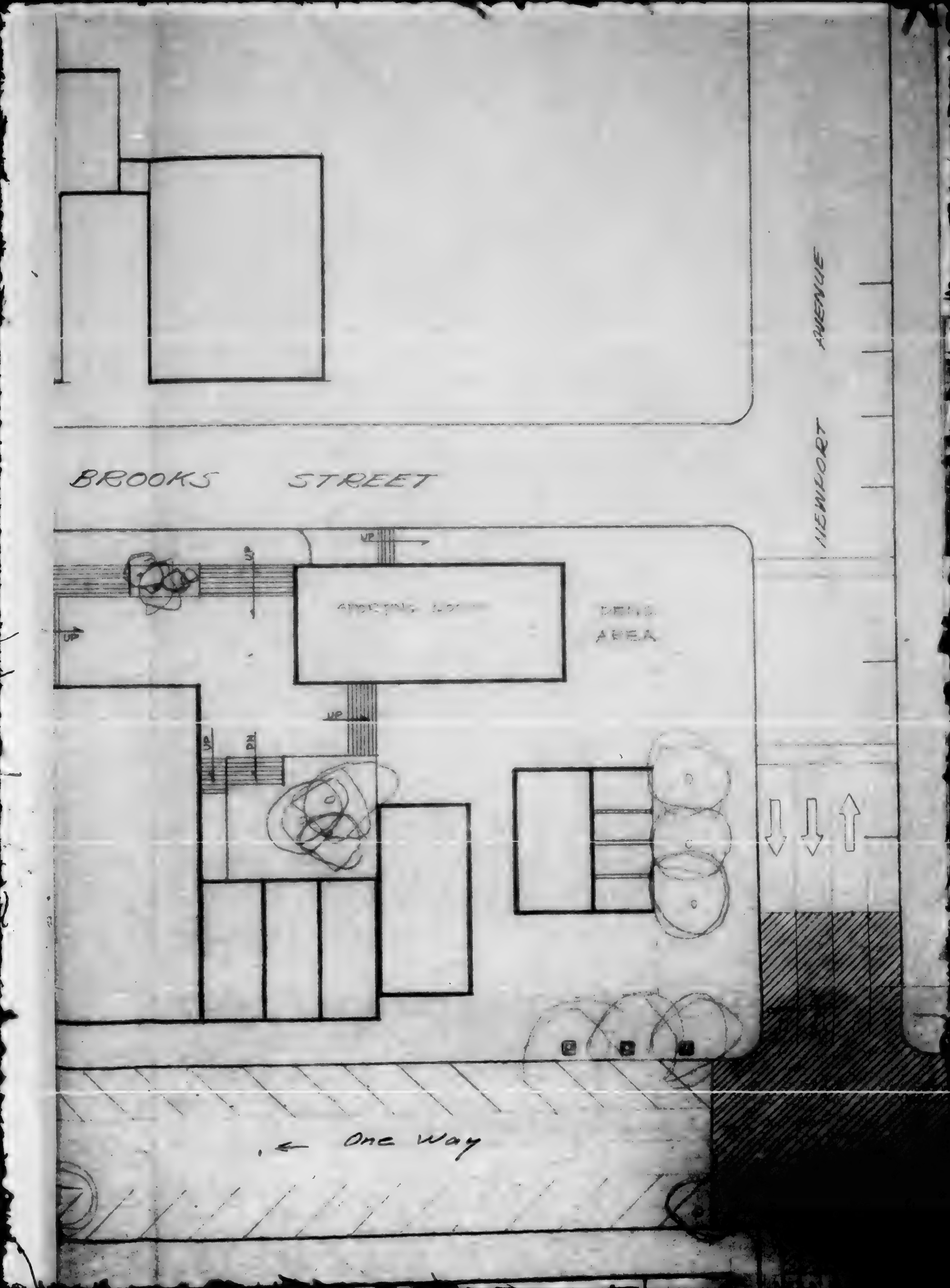

STREET
BOND

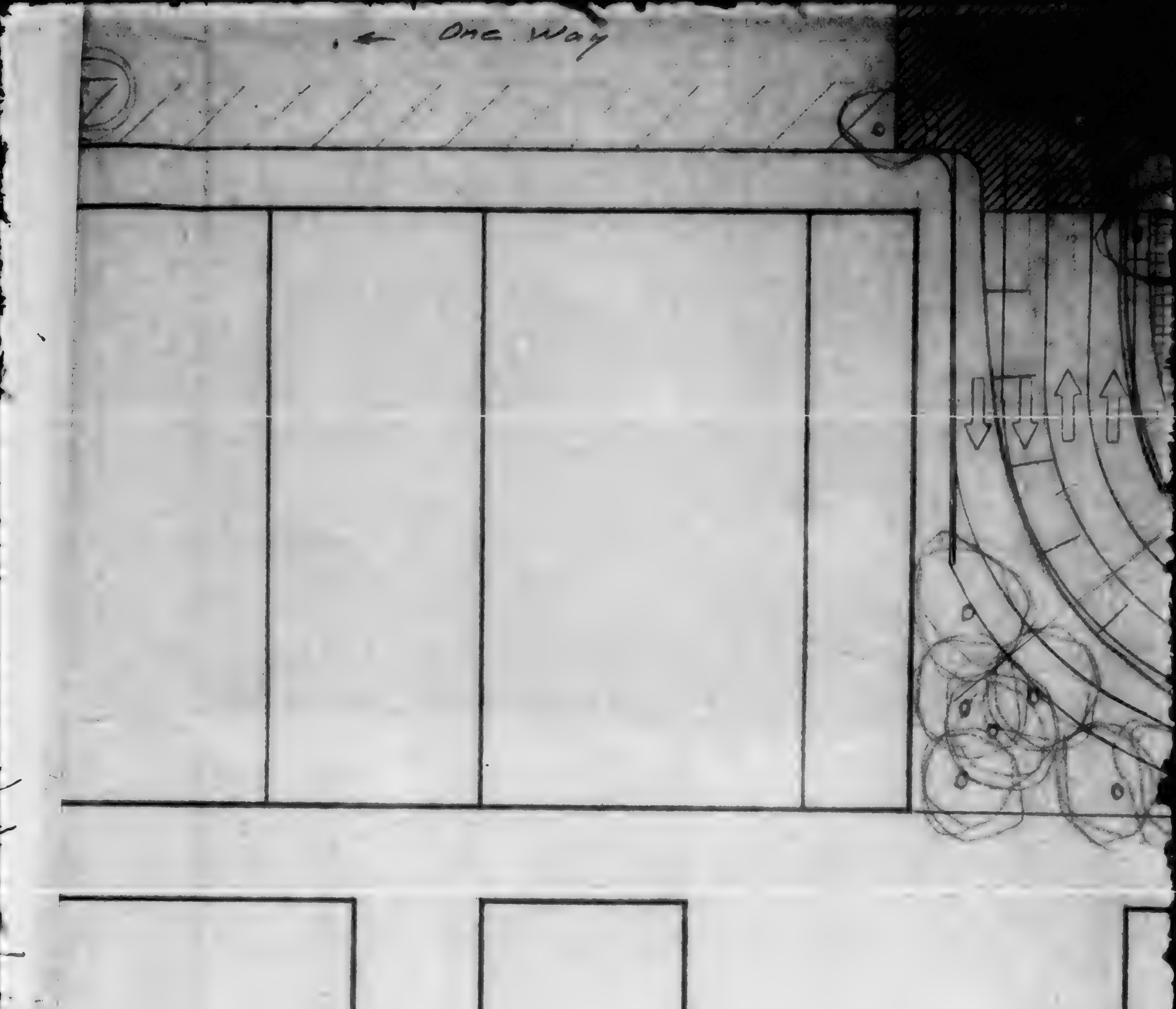
No Parking
City St.
← One way
WAL


City St.
One way
BOND
One way

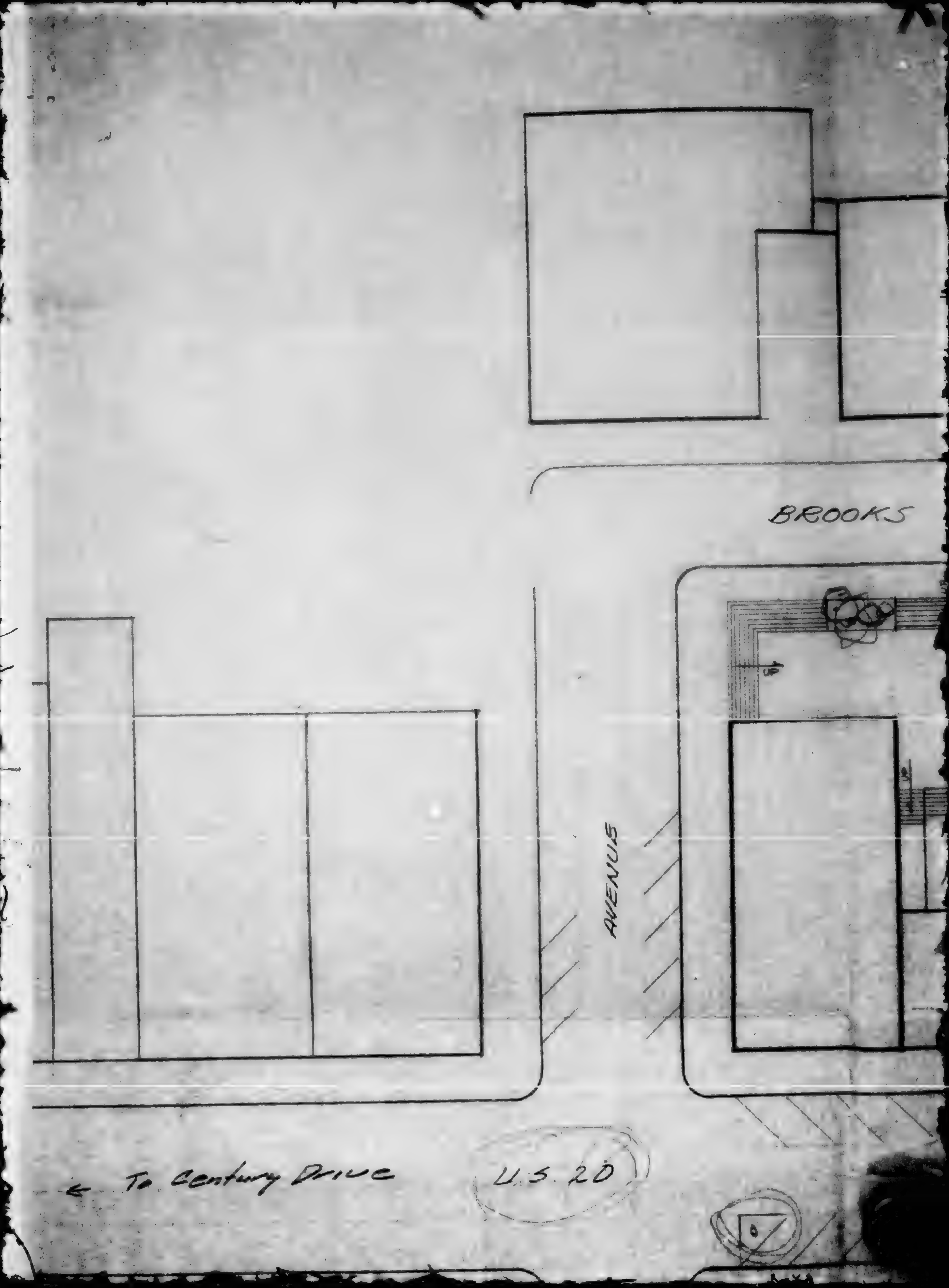

NEWPORT AVENUE
City St.

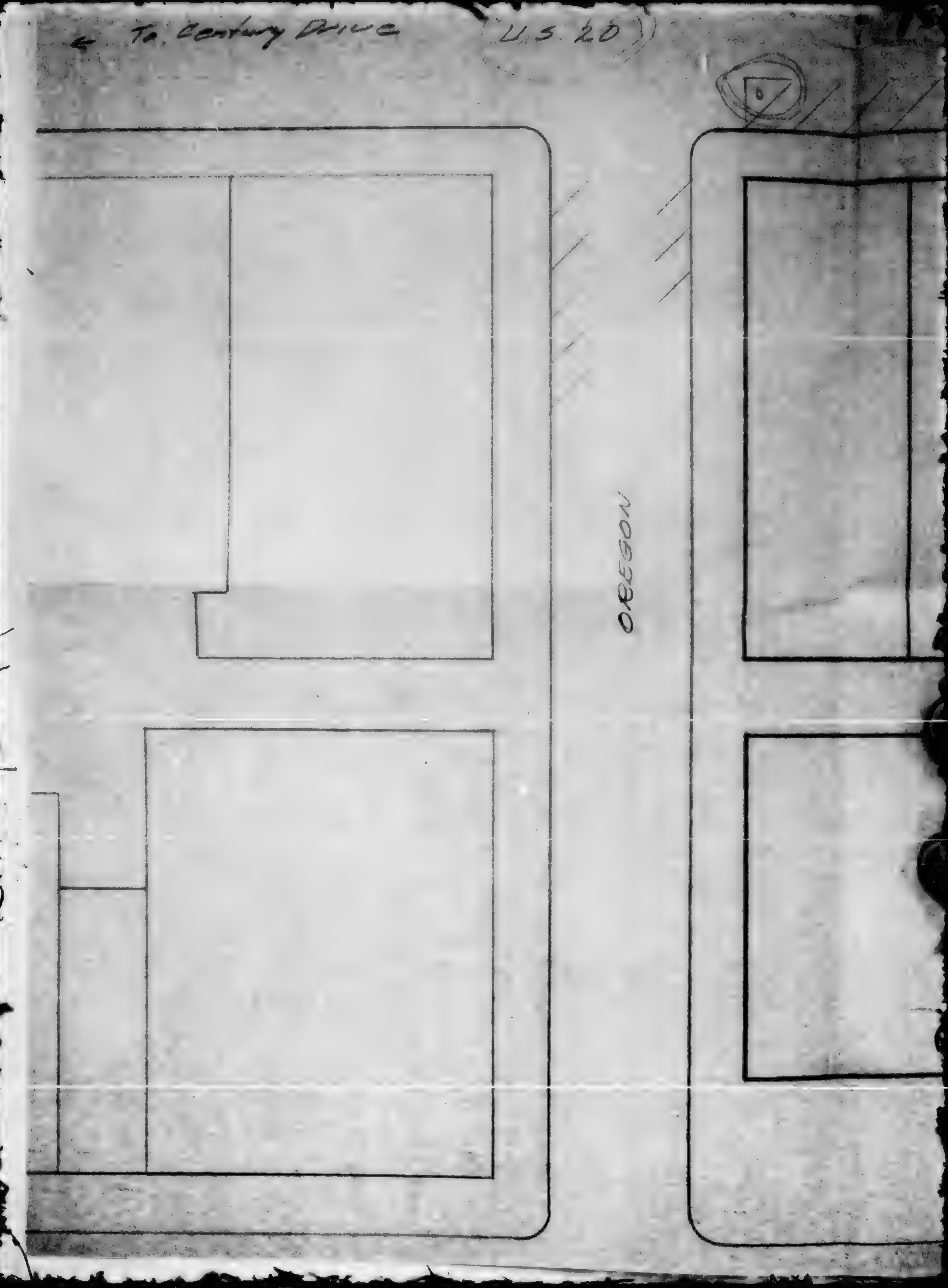

US 20
GREENWOOD AVE
← To Burns
Close


BROOKS STREET
NEWPORT AVENUE
UP
UP
UP
UP
UP
DN
DN
AREA
← One Way



← One Way


BROOKS
AVENUE
UP
UP
← To Century Drive
U.S. 20


← To Century Drive
(U.S. 20)
OREGON

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 23, 1970

SUBJECT: Revision of Greenwood and
Wall Street Intersection
City of Bend

To: A. E. Johnson
Assistant State Highway Engineer
Salem

Hal Puddy City Engineer of Bend, contacted me recently about the possibility of the Highway Division participating in revising the intersection of Wall and Greenwood as shown on the enclosed schematic plan.

A service station located in the southeast corner of the existing intersection is being torn down and the property put up for sale.

The City definitely is interested in revising Greenwood, so that traffic traveling east on Newport can cross Wall Street to Greenwood Avenue rather than having to proceed by way of one-way streets down Wall to Oregon, to Bond, back to Greenwood. The revision as noted does nothing for the State Highway route, except to alleviate the hazard of vehicles traveling west on Greenwood and desiring to continue west on Newport.

We have signed the intersection for Newport Avenue to use the right lane, however, many still try to make the maneuver from the left lane causing a cross over of the vehicles using the right lane and desiring to continue south on Wall. We have no record of the number of accidents which have occured due to this maneuver, but the possibilities are quite high.

I advised Mr. Puddy that I could see no reason for the Highway Division to participate in the acquisition of Right of Way for the realignment, but that I would submit the plan to ascertain whether or not the Division would participate in the construction.

As stated before, the only way the Highway Department would benefit, would be the lessening of the hazard of the turning movement from Greenwood to Newport. I would recommend that we do participate as we had in the past on many small projects within the City, wherein the City has done the grading and the curb work and we have placed the surfacing.

Will you please advise me of your feelings on this matter, so that I can inform Mr. Puddy.

J. F. Putnam
Regional Engineer

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JFP:pb
SP*52474-734
Enclosure cc: H. S. Cox

9d 19

RECEIVED
JAN 19 1971

FOR FILING
Dist
Proj
Muni - Bend

B

Salem, Oregon
January 18, 1971

Revision of Greenwood and Wall
Street Intersection, City of Bend

Mr. J. F. Putnam
Regional Engineer
Region IV - Bend

Reference is made to your letter of December 23, 1970, concerning the possibility of the Highway Division participating in revising the subject intersection.

You may advise Mr. Hal Puddy, City Engineer of Bend, that we would be willing to recommend to the Commission approval for participation in the subject project for the placing of surfacing and paving to the extent of $10,000, provided the City acquire the right-of-way, grade the area and construct the curbs.

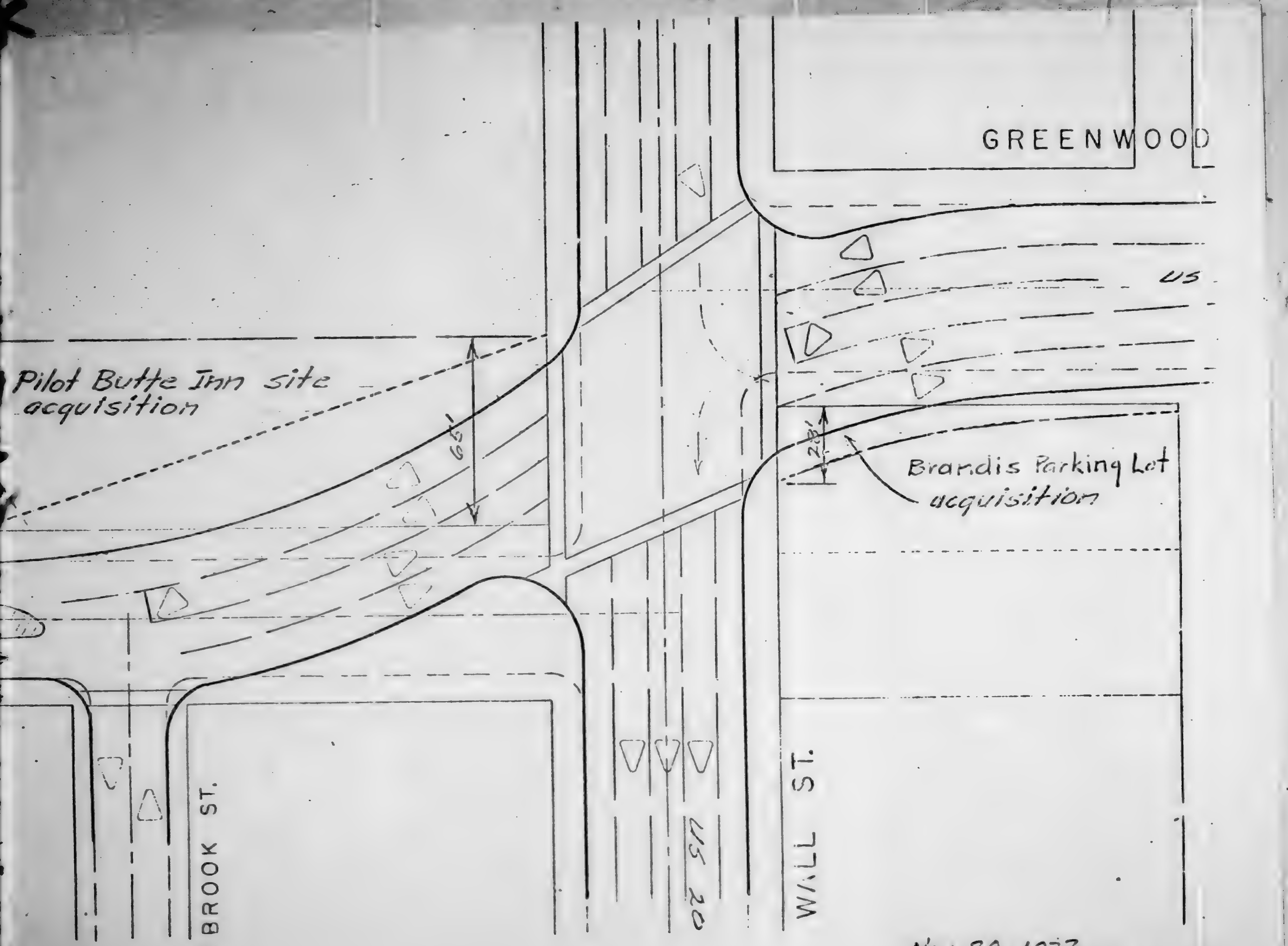
We would further want the City to agree to revise the intersection of Greenwood Avenue and Bond Street if they acquire ownership of the parcel of land bounded by Wall Street, Bond Street and Greenwood Avenue.

The subject revision would eliminate problems of introducing two-way traffic into this intersection.

A. E. Johnson
Assistant State Highway Engineer

AEJ:er

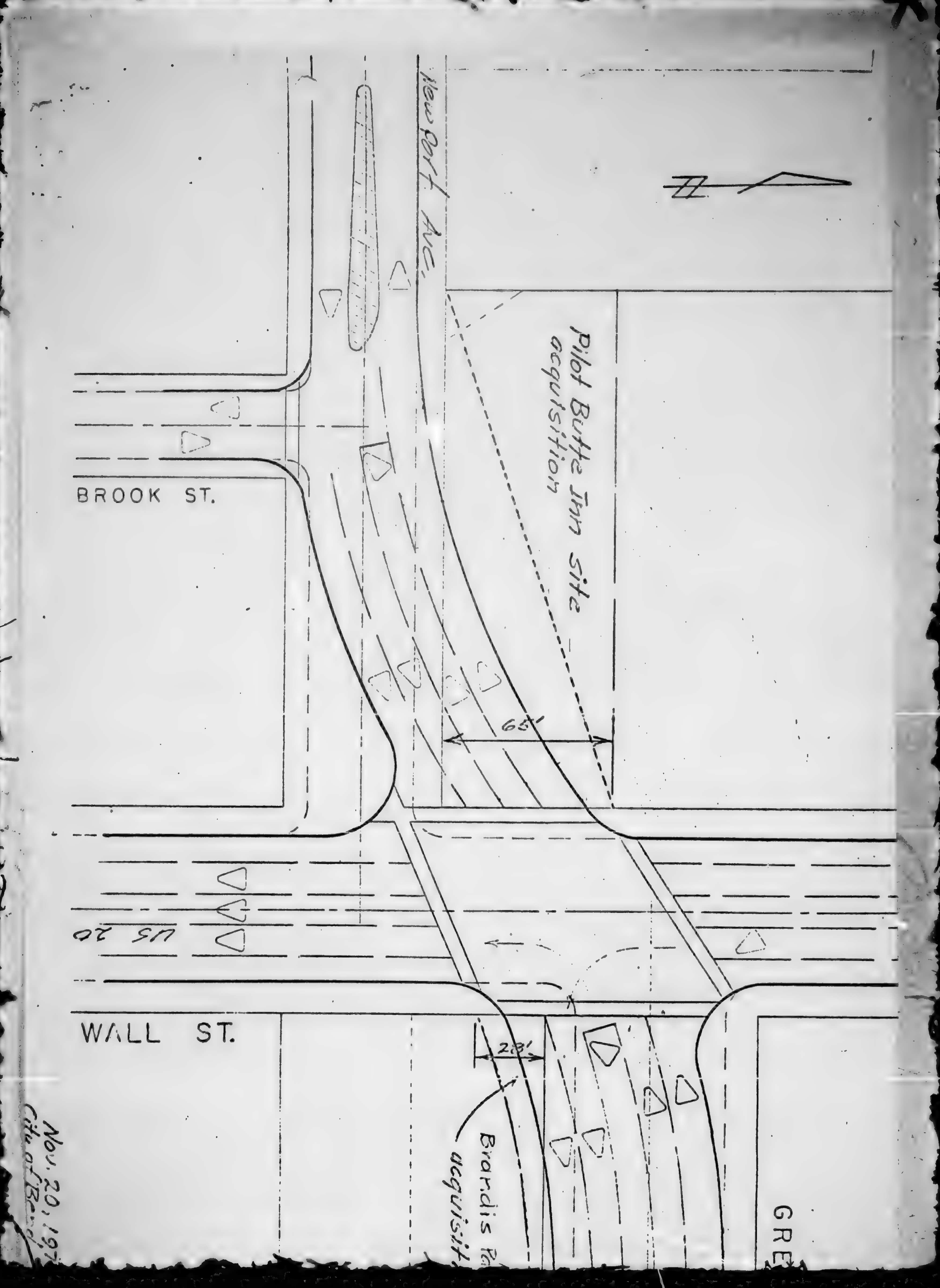
cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Klaboe
H. S. Cox


GREENWOOD
US
65'
28'
BROOK ST.
US 20
WALL ST.

Pilot Butte Inn site acquisition

Brandis Parking Lot acquisition

Nov. 20, 1973
City of Bend - Eng. Dept.


New Port Ave.
Pilot Butte Inn site
acquisition
BROOK ST.
65'
US 20
WALL ST.
28'
Brandis Pa
acquisit
GRE
Nov. 20, 197
City of Bend

'7 9-01

COPY

January 21, 1971

Hal Puddy
Bend City Manager
P.O. Box 431
Bend, Oregon 97701

Dear Mr. Puddy:

Per your request, I submitted your plan for purchasing the Standard Oil station lot directly opposite Newport Avenue on Wall Street to the Salem Office; requesting them to advise me whether or not the State would participate in the purchase of the lot and the reconstruction of Greenwood.

They have advised me that the Highway Division would be willing to recommend to the Highway Commission approval for participation in the subject purchase for the placing of surfacing and paving to the extent of $10,000.00; provided the City acquire the right of way, grade the area and construct the curbs.

Also, they would further want the City to agree to revising the intersection of Greenwood Avenue and Bond Street if they acquire ownership of the parcel of land bounded by Wall Street, Bond Street and Greenwood Avenue. This revision would eliminate problems of introducing two-way traffic into this intersection. The area they are discussing showed on the plan submitted as part of the urban renewal plan.

If I can be of further assistance, please contact me.

Yours truly,

J. F. Putnam
Regional Engineer

JFP:pb

The price of surfacing material has risen since we made our original commitment in 1971, and I would recommend that the State participate to the amount of $15,000. I feel that both the State and the City will benefit by the revision.

I am attaching a copy of the previous correspondence for your perusal, and I am also sending a copy of the sketch to our Traffic Section, for them to make a study of the acceptability of the layout.

Will you please advise me as to whether or not the State will participate in this revision.

JFP:mr

enclosure

cc: R. L. Lammert

Bend

NOTED
H. S. COULTER

11-28-73
REFER TO
E.S. Hunter
BY ASST. STATE HWY. ENGR.
cy R.L. Schroeder

If funding is available and plan is acceptable this could be appropriate way to stretch our dollars. — Co-op agreement could be prepared by County-City
HSC

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE November 23, 1973

TO H. S. Coulter
Asst. State Highway Engineer
SALEM

FROM J. F. Putnam
Regional Engineer

J F Putnam

SUBJECT Greenwood-Wall Street Intersection (Bend)

In late 1970, the City of Bend approached the Highway Division on the possibility of participating in revising the intersection of Greenwood and Wall. At that time, a service station in the southeast quadrant of the intersection was being torn down and the City was attempting to obtain the property to re-align Greenwood, so it would match up Newport on the westerly side of Wall Street.

At that time, Mr. A. E. Johnson advised that we would be willing to recommend to the Commission approval for participation in the project for the placing of surfacing and paving to the extent of $10,000, with the City obtaining the right of way and performing the grading and construction of the curbs. The City was unable to raise the money to purchase the right of way, so the project was dropped.

Just recently, the old Pilot Butte Inn was demolished and the City is in the process of negotiating for a purchase of the property, along with a corner directly across Wall Street, so that Greenwood can be re-aligned with Newport as shown on the attached sketch. They have, again, come to the Highway Division to request our participation in this project. The same situation exists as in 1970.

We do have problems with the turning movement, although I doubt that the accident record is very high. Greenwood and Wall are under the jurisdiction of the State, while Newport is solely City. The sketch shows the bulk of the work as being done west of Wall Street, which indicates that the City is gaining the greatest advantage. However, this is more than offset by the cost of acquisition, which according to the papers is around $60,000.

12-7-73
Cox ✓
Proceed on/negotiation limit $15,000.
ESH
cc Putnam

RECEIVED
NOV 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 7 - 1973
☑ ENGR. ☑ CCOOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ OE ☐ RPE ☐

[illegible]

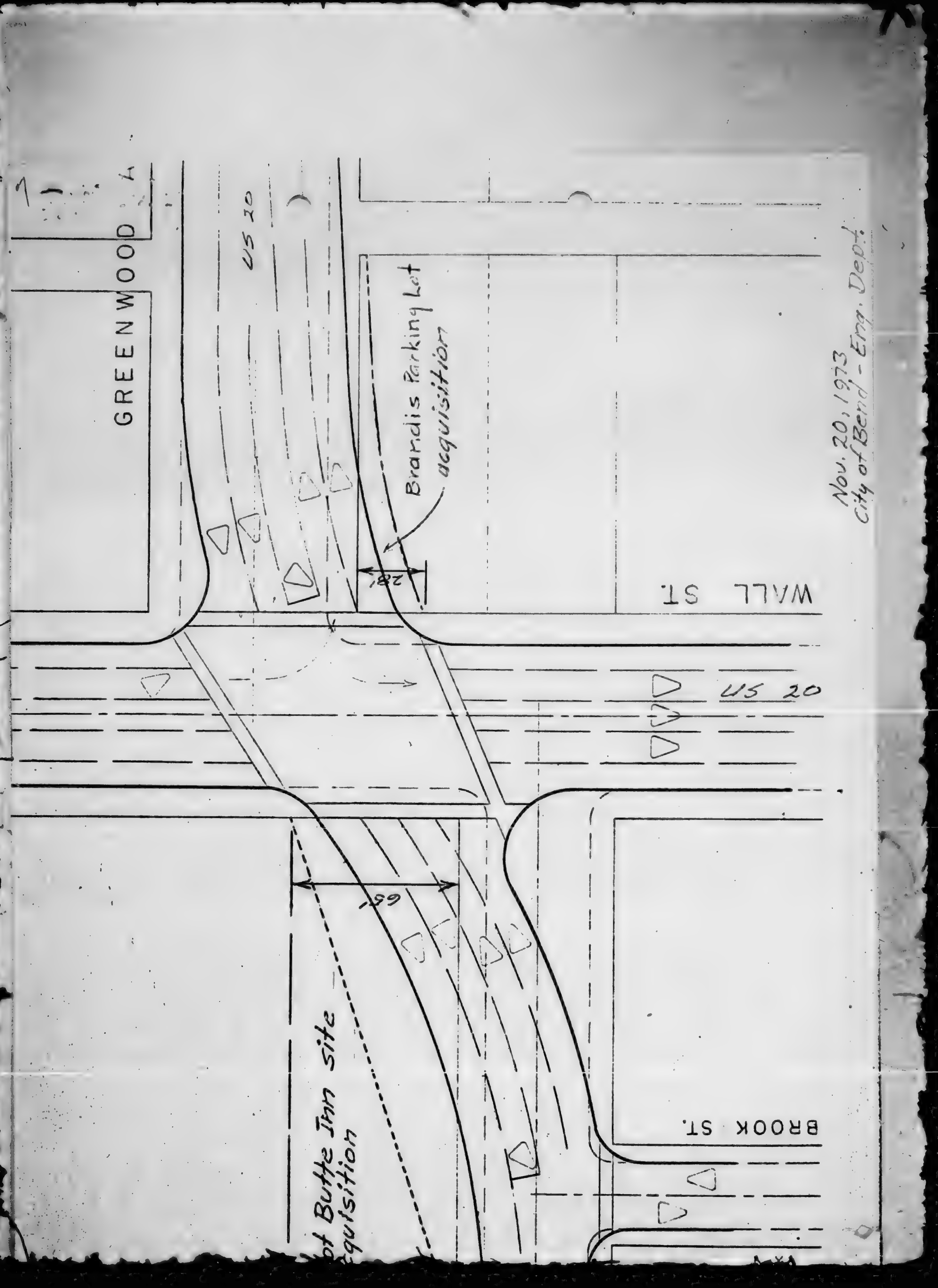
[illegible]

[illegible] (Marr)

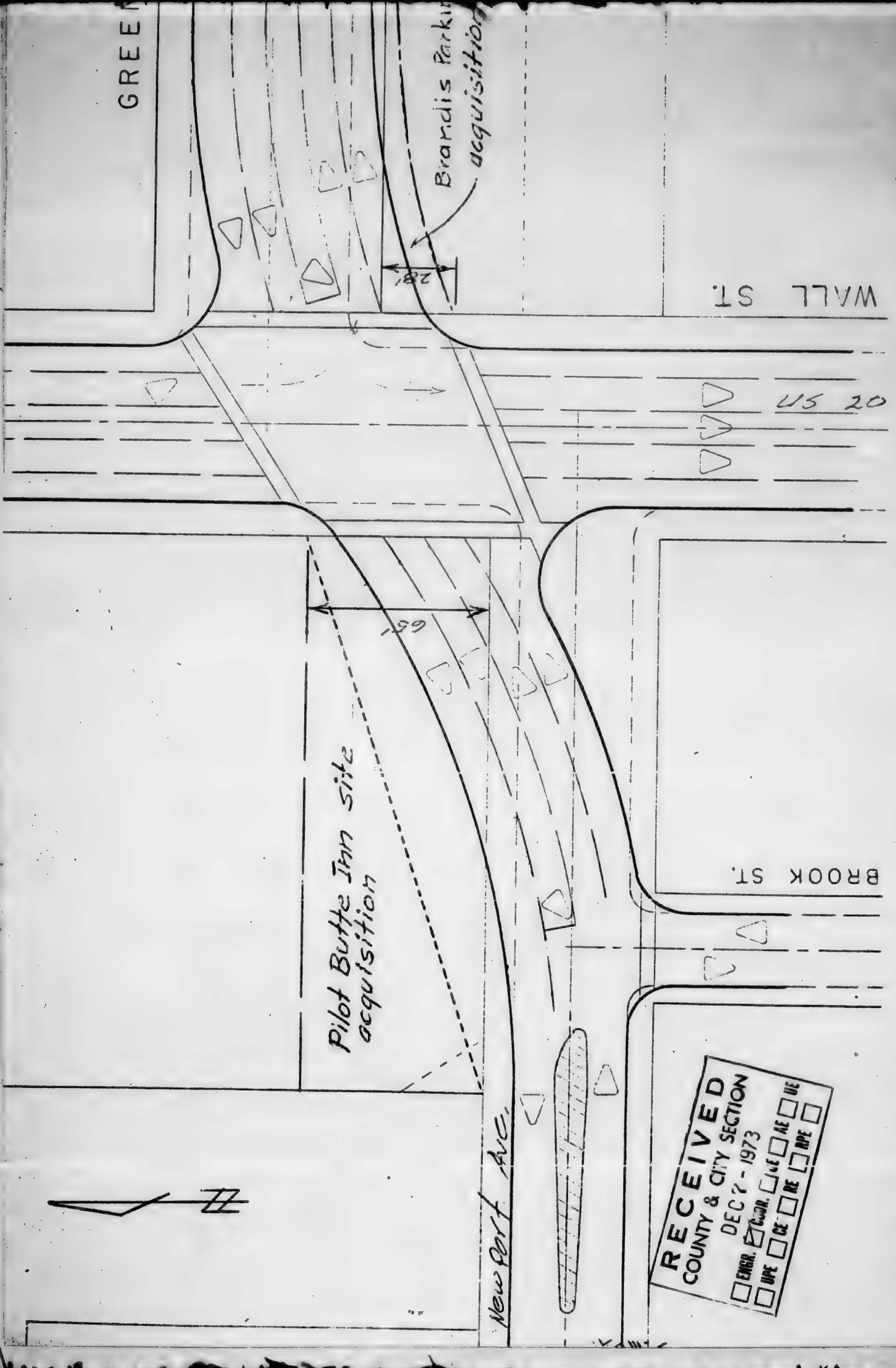
[illegible]

[illegible]

[illegible]


GREENWOOD
US 20
Brandis Parking Lot acquisition
28'
WALL ST.
US 20
65'
ot Butte Inn site
equisition
BROOK ST.

Nov. 20, 1973
City of Bend - Eng. Dept.


GREE
Brandis Parking acquisition
28'
WALL ST
US 20
65'
BROOK ST.
Pilot Butte Inn site acquisition
New Port Ave.
N

Nov. 20, 1973
City of Bend - E

RECEIVED
COUNTY & CITY SECTION
DEC 7 - 1973
☐ ENGR. ☑ CO.JR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Nov 23

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DE | ADE | ADE | DOD | DG.

DEC 13 1973

DATE December 11, 1973

TO J. F. Putnam
Regional Engineer
BEND

FROM L. E. George
Traffic Engineer

L E George

SUBJECT Proposed Plan
Greenwood-Wall Street Intersection
Bend

Per your request, we have reviewed the subject plan which was submitted to us on November 23, 1973. Based on the information available and the street widths as shown on the plan, it appears that the intersection will provide an adequate level of service for traffic.

The left turn which you mentioned in your letter would be a little bit tight but since there are two lanes on Greenwood in which to turn into from the north on Wall Street, this turning movement should not be a problem for passenger cars.

Traffic signalization is also compatible with the proposed design, even though the signal heads would have to be offset if mast arms are used along Wall Street on the south side of the intersection.

DKH:ds

CC Lament 12-14 Rev

P

Bend, Oregon, 97701

December 14, 1973
R. L. Lammert
District Engineer

RCP

Robert C. Pool
Regional Maintenance Engineer

Proposed Plan
Greenwood-Wall Street Intersection
Bend, Oregon

Attached is a letter from L. E. George which concerns the proposed revision at the intersection of Greenwood and Wall in Bend.

The attached plan has been approved, and the City-County will proceed to negotiate with the City of Bend concerning the matter. A limit of $15,000.00 has been placed on our participation.

RCP:pw
Enc.

Holcomb

City-County Agreement !!

S

December 19, 1973

Mr. John B. Donahue
City Engineer
City of Bend
P. O. Box 431
Bend, OR 97701

Dear Mr. Donahue:

In reply to your letter of November 20, you raised certain questions regarding the Greenwood-Wall Intersection in the City of Bend.

We have reviewed your schematic layout and although there is a possibility of some problems on the left-turn movement from southbound Wall to eastbound Greenwood, especially for trucks, we do not feel that it will be a problem that can not be overcome. We would prefer to have a minimum of 14 feet for the outside lanes with 12-foot inner lanes; and if it is possible, 14 feet for the left turn refuge lane. The left turn problem would be eliminated in the event that Wall Street is closed from its intersection with Bond Street on the north to Greenwood.

Our Salem office also advises that the State would participate to a limit of $15,000 for the reconstruction, if funding is available.

At the present stage of planning, I feel that we should wait until such time as more permanent plans are consummated before proceeding with a City-State agreement for this construction. When you have your plans formulated and right of way obtained, we will then proceed with the agreement.

If we can be of further assistance, please do not hesitate to call us.

Yours very truly,

J. F. Putnam
Regional Engineer

JFP:mr

cc: R. L. Lammert

MEMO TO FILES

February 21, 1974

NOTED
E. S. HUNTER

Re: Realignment of Newport Avenue
& Greenwood Avenue
City of Bend

On Wednesday, February 20, 1974 Bob Pool and I met with Arthur Johnson, Bend City Manager, regarding the realignment of Newport Avenue and Greenwood Avenue on either side of Wall Street. This realignment has been under consideration for some time and ties in with the "Downtown Plan."

Without going into specifics, the city is to furnish all right-of-way for this realignment at their expense. It was also tentatively agreed that the project would be done by contract and the city would draw up the plans and specifications and advertise and award the contract.

State would review and approve the plans and specifications and would participate in the project a maximum of $15,000.

State would deposit with the city said $15,000 upon award of contract by city.

Since concise plans have not as yet been formulated, drafting of the co-op agreement between State and City as tentatively outlined above should be held in abeyance until Mr. Johnson notifies State that city is ready to proceed.

H. S. Cox
County and City Engineer

HSC:ljt

cc: E. S. Hunter
L. H. Young
C. M. Williams, Region 4
Arthur Johnson, City Manager

RECEIVED
FEB 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

(1)

Bend
Signal + Realign

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-11

Bend, Oregon 97701
December 2, 1974

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Revised Intersection at
Greenwood, Wall, & Newport St.
Bend City Project

TO: Memo to the Files

Carl M. Williams

A meeting was December 2 with Art Johnson, City Manager, Jack Donahue, City Engineer and Region staff. The City intends to proceed with a traffic signal and intersection revision at the subject location.

Overall Estimate of Project - $100,000 (including signals, new alignment on Newport) Not including R/W.

The City wishes to use FAU funding if possible. State, by way of Cy Cox, has pledged $15,000 lump sum to the project.

The signal will probably be a three phase.

According to L. E. George, the timing on a State contract for the signal would be:

2 months to Design
10-12 months to contract completion

The City may wish to pay for P. S. and E. and go to contract themselves. There was some discussion on the State selling all the hardware, including controller, to the City. The City would then proceed to install the signal with a combination of City forces and outside contractors.

Next steps would be:

(1) City to submit priority listing for FAU funding. ✓

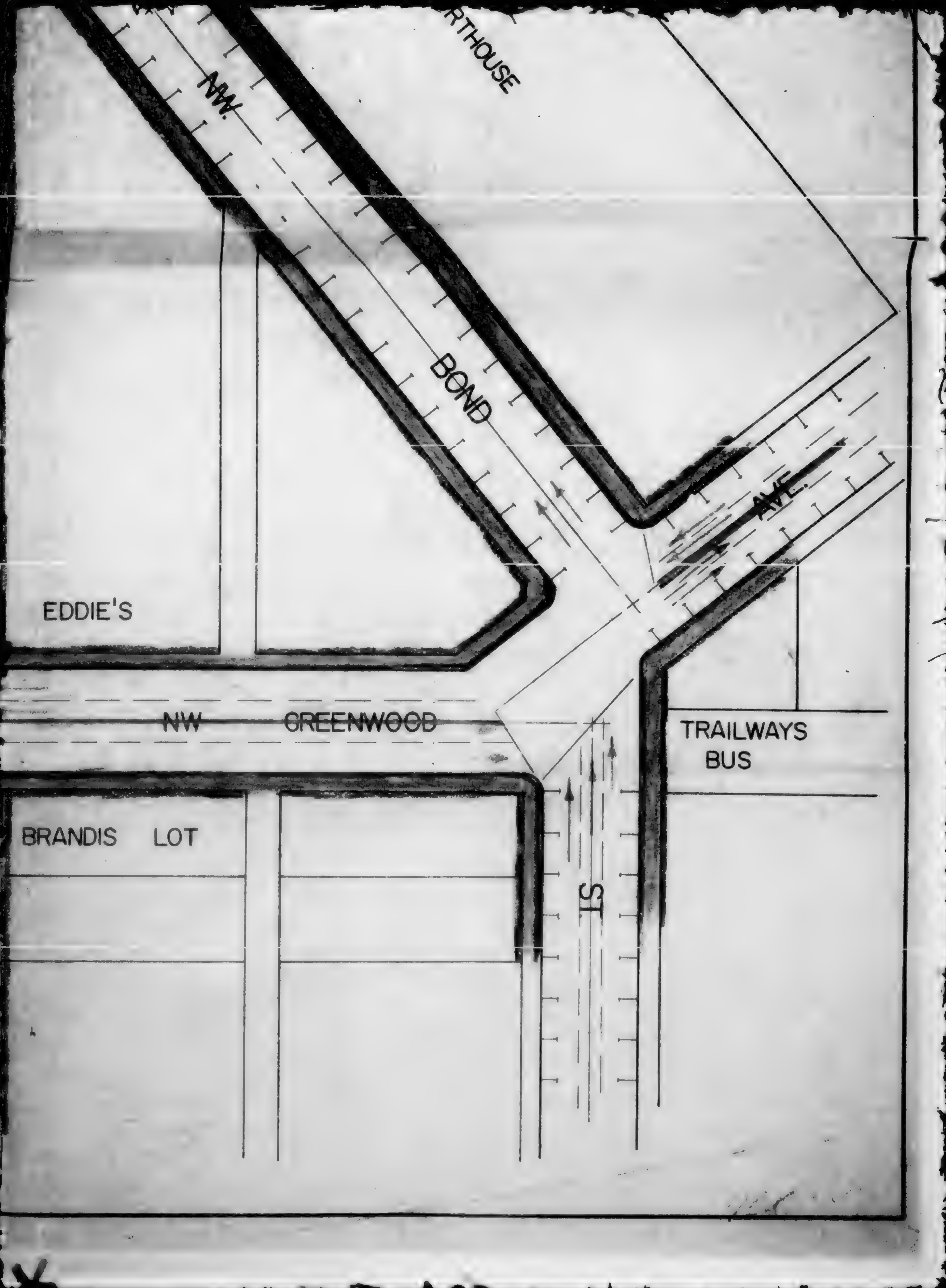
(2) City to make final decision on the intersection revision and signalization. ✓

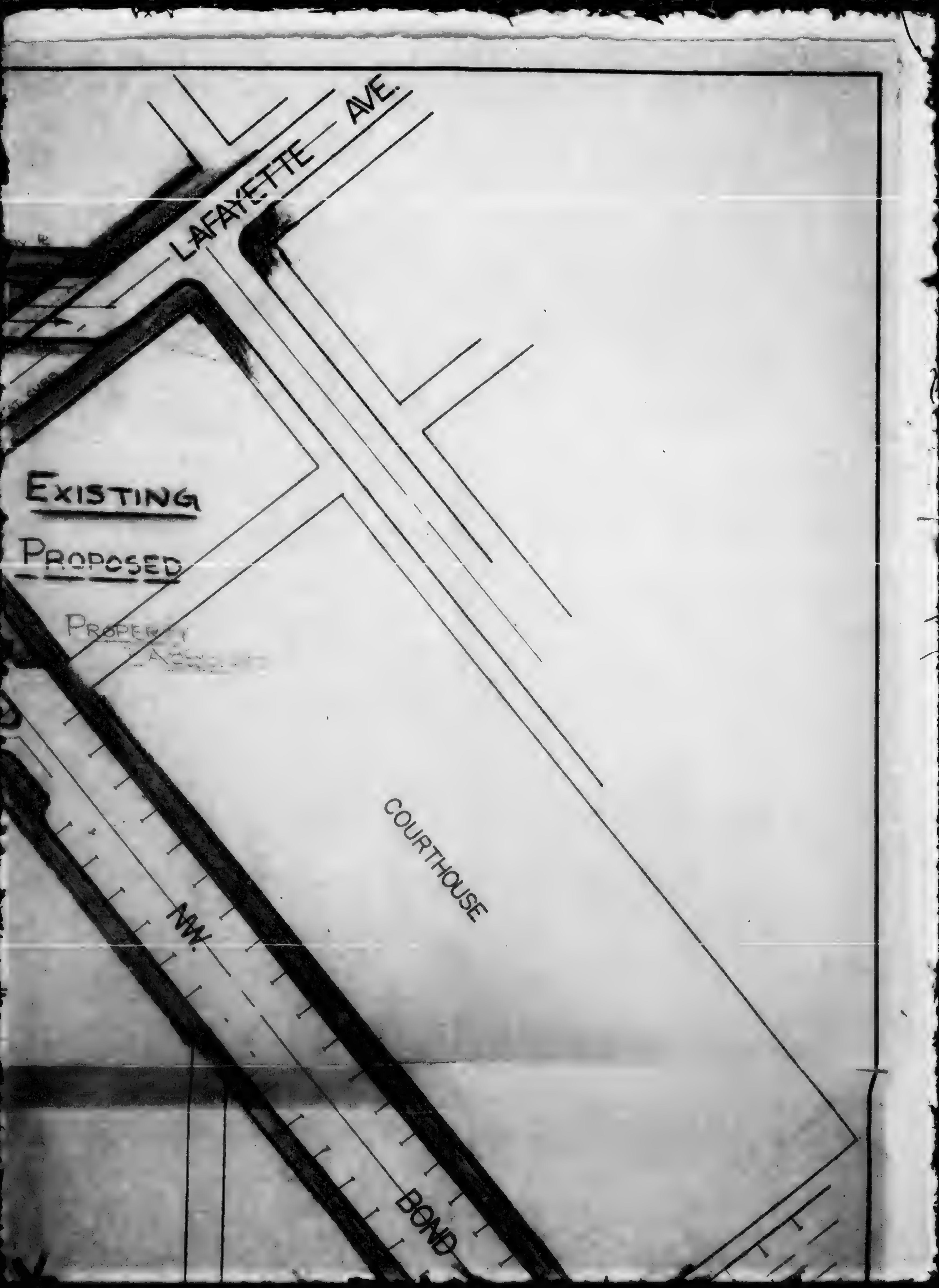
(3) City to decide whether or not to have "prior" design work on signal.

CMW:mr

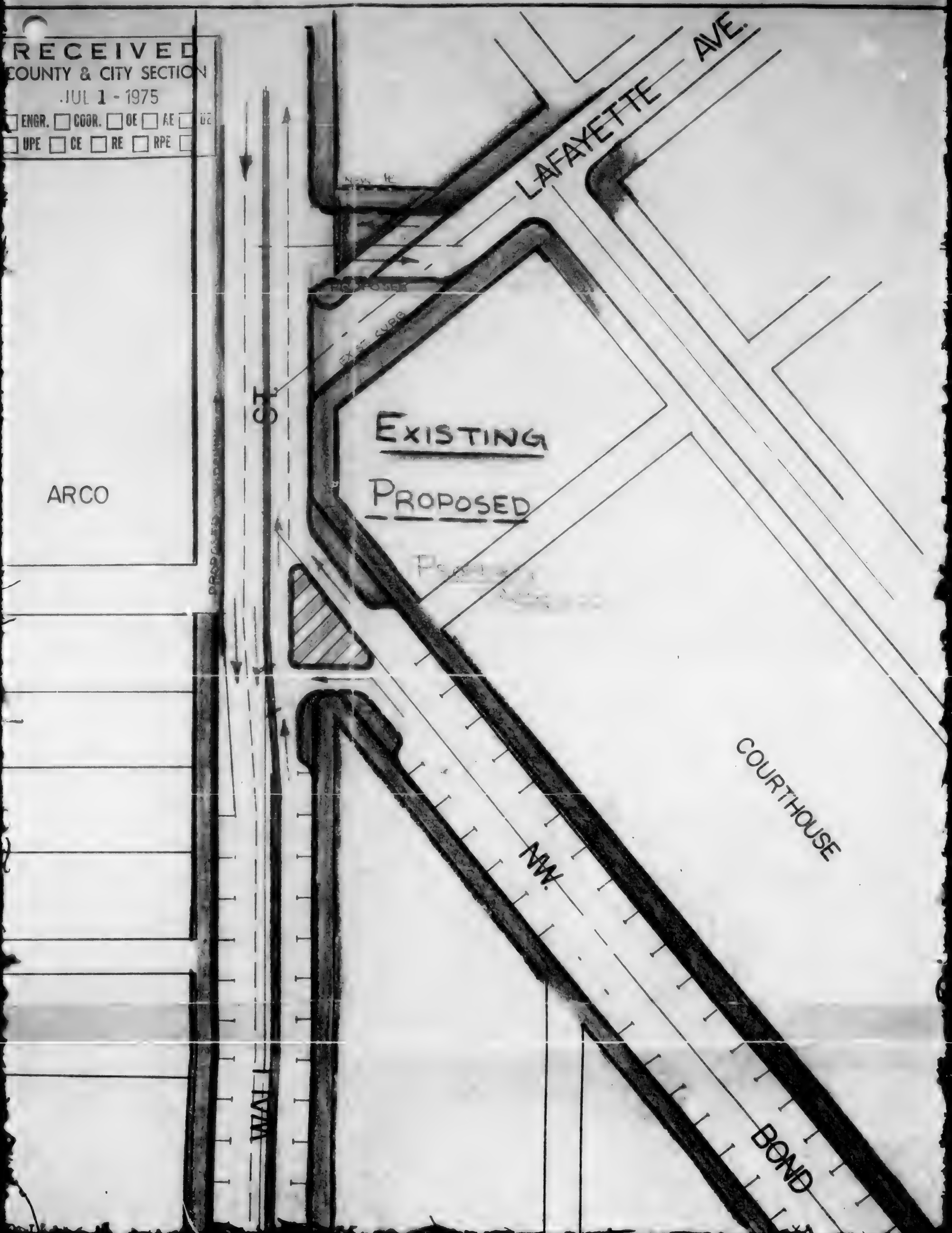
cc: L. E. George ✓
City-County

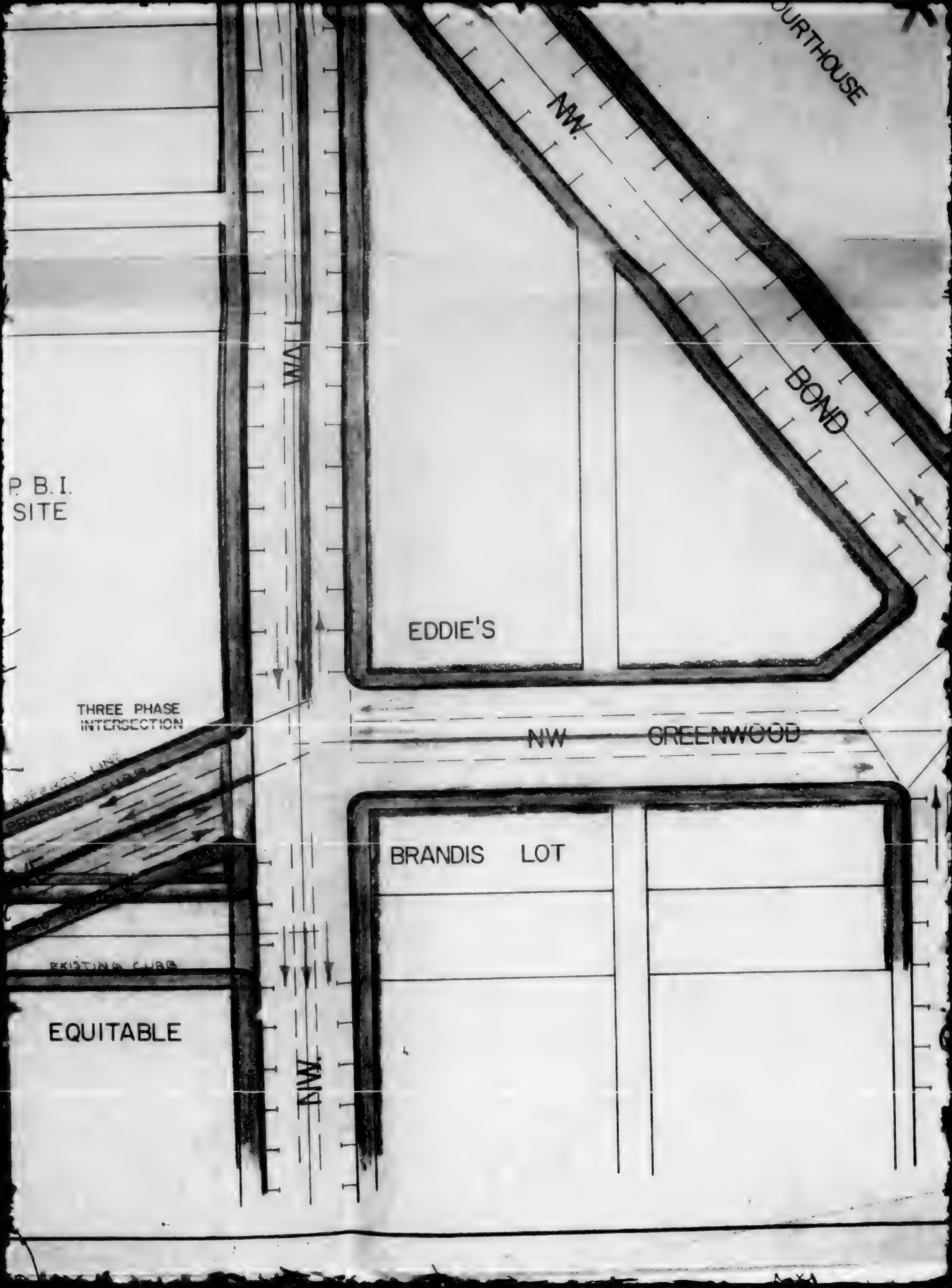
RECEIVED
COUNTY & CITY SECTION
DEC 4 1974
☐ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐


RTHOUSE
NW.
BOND
AVE.
EDDIE'S
NW
GREENWOOD
TRAILWAYS
BUS
BRANDIS
LOT
ST


LAFAYETTE AVE.
EXISTING
PROPOSED
PROPERTY
COURTHOUSE
N.W.
BOND

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UZ
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


LAFAYETTE AVE.
PROPOSED
EXIST. CURB
EXISTING
PROPOSED
ARCO
10 ST
NW
COURTHOUSE
NW.
BOND

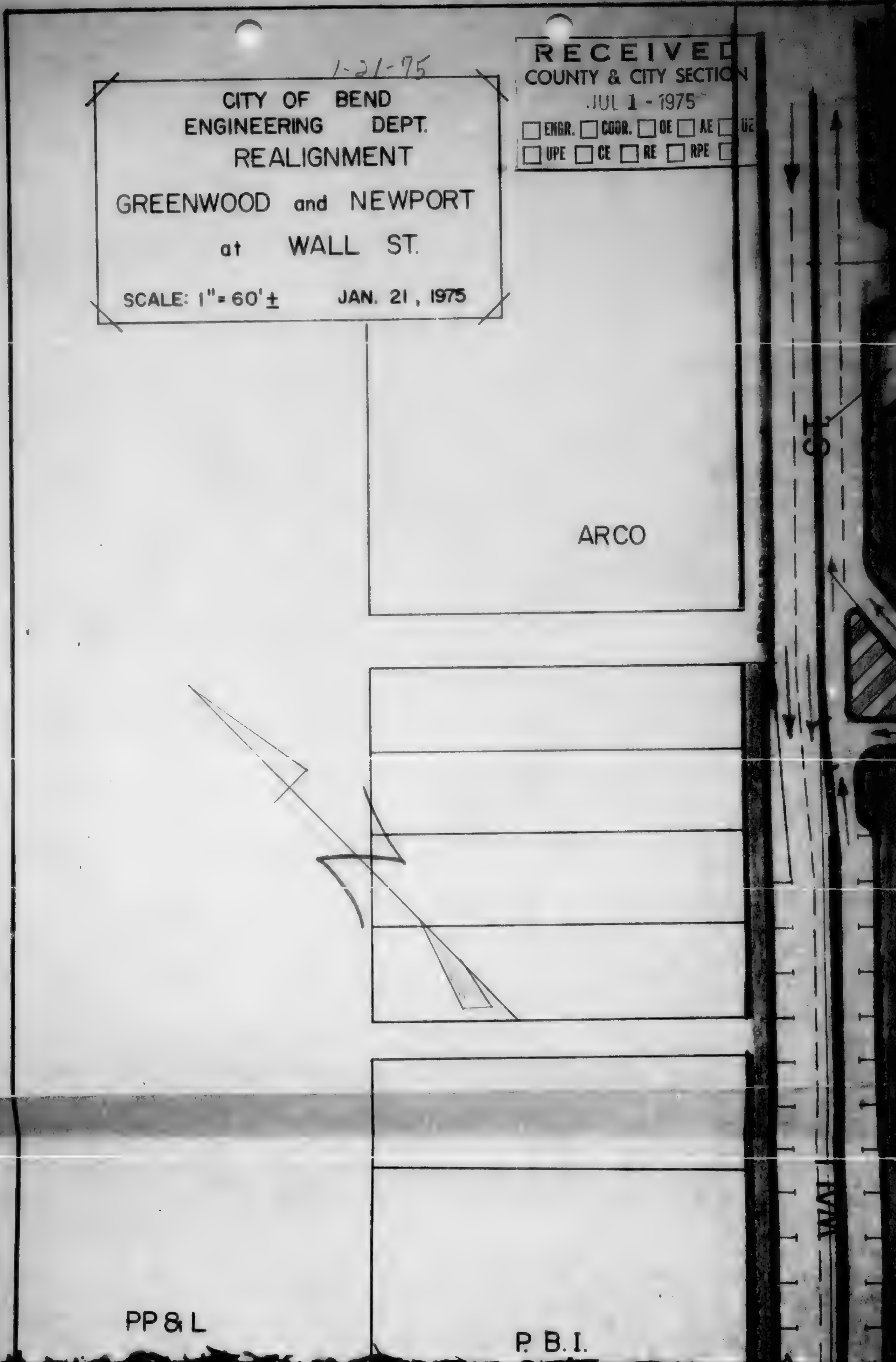

OURTHOUSE
NW.
BOND
WALL
P. B. I.
SITE
EDDIE'S
THREE PHASE
INTERSECTION
NW
GREENWOOD
PROPERTY LINE
PROPOSED CURB
BRANDIS LOT
EXISTING CURB
EQUITABLE
NW.

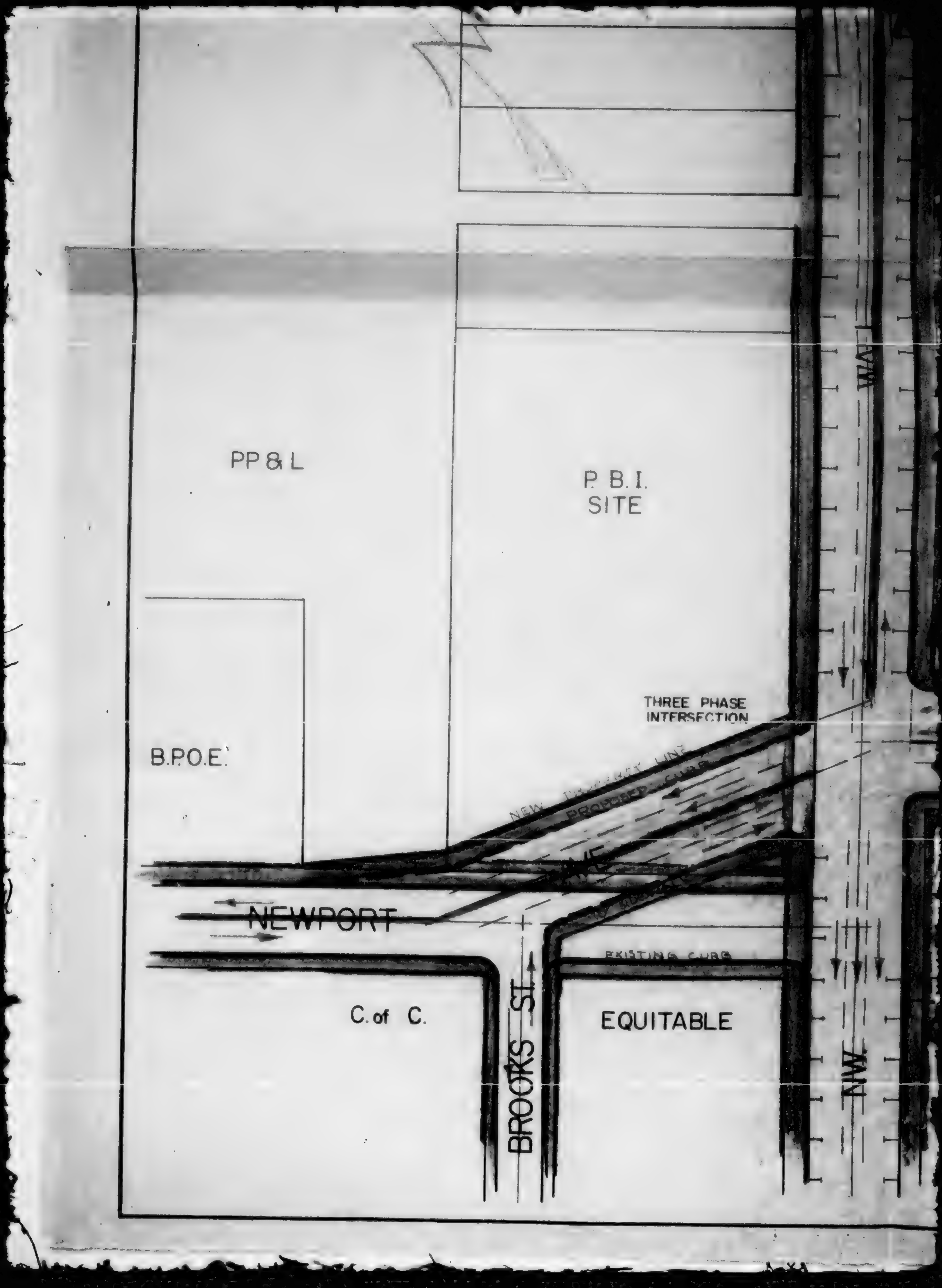
1-21-75

CITY OF BEND
ENGINEERING DEPT.
REALIGNMENT
GREENWOOD and NEWPORT
at WALL ST.

SCALE: 1" = 60' ± JAN. 21, 1975

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


ARCO
WALL ST
PP&L
P.B.I.


PP & L
P. B. I.
SITE
THREE PHASE
INTERSECTION
B.P.O.E.
NEW PROPERTY LINE
PROPOSED CURB
AVE
NEWPORT
EXISTING CURB
C. of C.
BROOKS ST.
EQUITABLE
AVE
NW

FAU

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F.B.Klaboe
Administrator of Highways

April 18, 1975

Mr. John B. Donahue
City Engineer
City of Bend
Bend, Oregon, 97701

Dear Jack:

I am returning your request for a Federal Aid Urban System project for the Newport-Greenwood realignment. The recent purchase of portions of the required right-of-way is at a variance with Federal regulations. Monitoring compliance with these regulations is a responsibility of the Oregon State Highway Division. Until the requirements are fully met, this project is not eligible for Federal participation.

To assist you in complying with the Federal "Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970", I am enclosing a copy of our "Right of Way Acquisition Guideline". These guidelines highlight the provisions of the Act that are most important to you. I am also enclosing a copy of the Act itself.

Some of this information may be redundant, after your previous conversations with the Right of Way Supervisor and myself. If you have further questions, please feel free to contact either Harold Brainerd or me.

Yours very truly,

David Fenton

David S. Fenton
Regional Federal Aid Engineer

RECEIVED
COUNTY & CITY SECTION
APR 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☒ RPE ☐

DSF:pw

Enclosures

cc: Harold Brainerd
Richard Unrein

APR 21 1975

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

April 22, 1975

Mr. David Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Subject; Federal Aid Urban
System Project Request
Newport-Greenwood
Realignment, Bend

Dear Dave;

I received your letter of April 18, 1975 that returned our request for a Federal Aid Urban Project for the subject project.

We had realized, when we made the project request, that we didn't meet all federal regulations concerning relocation assistance and property acquisition. It was our hope the construction portion of the project could still be approved because the property acquisition, through an exchange, was generally established about two years earlier. Also there is no demolition or relocation assistance involved.

We had started the project before the Federal Aid Urban system program was available to cities.

As noted in the request application, there is no acquisition included in the proposed project.

Due to the very definite need for this project and our tight schedule for construction this summer, we would ask for reconsideration of our request.

I am returning the total request application in hopes that reconsideration will allow this improvement to proceed.

We are prepared to meet or supply information or clarification in an effort to get started on this project.

Very truly yours,

John B. Donahue

John B. Donahue
City Engineer

Encl.

fau/(T)
Bend

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F. B. Klaboe
Administrator of Highways

April 24, 1975

Mr. John B. Donahue
City Engineer
City Hall
Bend, Oregon, 97701

Dear Jack:

The timing of your entry into the Federal Aid Urban System Program does not affect the current ineligibility for federal funds of the Newport-Greenwood realignment project. Part of the project area was included in a previous federal highway system (TOPICS). Federal rules and regulations were therefore applicable prior to the establishment of the FAU system. In addition, property acquisition was actually completed after you accepted your FAU system. The "Uniform Relocation Assistance and Real Property Acquisition Policies Act", which I sent you with my last letter, applies to all federal or federally-aided actions occuring subsequent to the date of the Act - January 2, 1971.

The City does not need to reaccomplish all its actions, however. The properties involved need to be appraised and the appraisals reviewed. If the amount that you have paid equals or exceeds the appraised values of the properties, we can begin to process your request. If the purchase price in any case was less than the appraised value, you need to make a new offer in writing. The new offer must either be accepted, with your payment following, or rejected in writing. Then, again, we can process your application. Please call Harold Brainerd for elaboration of these points, if you need it.

Yours very truly,

David Fenton

David S. Fenton,
Regional Federal Aid Engineer

RECEIVED
COUNTY & CITY SECTION
APR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

DSF:pw

cc: H. Brainerd
Richard Unrein

Item No. 9, agreement committing P.B.I. site exchange for Anderson property

In addition to the two properties noted above, we have received a donation of a sliver of property along NW Newport Avenue, west of the P.B.I. site, from Pacific Power and Light Company. We are asking P. P. & L. for a letter acknowledging the fact that they were entitled to fair market value but that they chose to donate the property to the City.

We would ask for your review of the enclosed acquisition data and further we would request that your office proceed with any needed appraisals or appraisal reviews. We would like to utilize the $15,000 state funds that have been set aside by the Highway Department to pay your costs.

Sincerely,

John B. Donahue

John B. Donahue
City Engineer

Enclosures 9
cc Mr. Carl Williams
(without enclosures)

vmr

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
RUE ENV
RDE
MAY [illegible] 1975
RSO REGION 4 RBE
ASSIGNED__________

May 19, 1975

Mr. Harold Brainerd
District R/W Supervisor
Highway Division
P. O. Box 1249
Bend, OR 97701

Re: F.A.U. Project, Realignment of NW Greenwood and Newport, Bend

Dear Harold,

After Art Johnson and I met with you and Mr. Carl Williams, Mr. Dave Fenton and Mr. John Holcomb on May 15, 1975, we compiled and reviewed our past property acquisition data in regard to the subject project.

Listed below are copies of this data and our comments to how they meet federal acquisition requirements.

Guillory property, NE corner of NW Lafayette Ave. & Wall St.

- Item No. 1, property map
- Item No. 2, appraisal report
- Item No. 3, letter from City Manager dated Jan. 13, 1975, and letter from City Attorney dated Feb. 13, 1975, is offer
- Item No. 4, letter from Mr. Guillory accepting offer

Pilot Butte Inn property, NW corner of Newport Ave. and Wall St.

- Item No. 5, property map
- Item No. 6, appraisal letter dated Sept. 19, 1973, W. B. Anderson property
- Item No. 7, letter from City Attorney dated Dec. 2, 1974, is offer
- Item No. 8, letter from Attorney for W. B. and Violet Anderson, owners accepting offer

94-8

15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 11, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon U-123(-)
Newport-Greenwood Realignment
NW. Greenwood Ave. at Newport/Wall Int.
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's May 23 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

The opportunity for a public hearing should be afforded due to the change in traffic patterns which will result with the construction of this project.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William [illegible]
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

6-13-75
ORIGINAL TO
L. W. Rulien

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 12 '75
REFER TO
Hunter - Schroeder
FOR

Info	Inves	R/D	D R	Sign	[illegible]	File
					✓	

cyaej

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS	☐ Section 4(f)
☐ Final EIS	☐ Negative Declaration
☐ Supplemental Draft EIS	☐ State-Wide Negative Declaration
☐ Supplemental Final EIS	☐ Other ______________________

In accordance with Chapter 1, Title 23, CFR, Part 771, this proposal is judged to be a non-major action.

6. Preliminary Identification of Areas of Critical Environmental Concern:

   No critical areas are discernible.

7. Potential for Controversial Issues:

   The general public consensus seems to be that the present intersection is inconvenient and is in need of improvement. No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	X		
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner	X		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**
All right-of-way (80 ft. in width) is either owned by the City or Bend or is dedicated for street purposes. The two parcels that were required (NW corner of Greenwood-Wall intersection and NE corner of Lafayette-Wall intersection) were recently purchased by the City. Purchase is now being re-negotiated to conform to federal requirements. No improvements are included.

2. **Estimated Changes in Traffic Patterns:**

Direct eastward movement from Newport to Greenwood will be possible, as will two-way traffic on Wall Street north of the intersection.

Consequences:

Increased efficiency of traffic movement in all directions resulting from realignment and signalization.

3. **Estimated Changes in Land Use:**

No changes should take place, except for the conversion of two small vacant parcels to transportation uses.

Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:**

No ecological damage is expected.

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

Prior to the razing of the historic Pilot Butte Inn it is unlikely that this project could have taken place, even though some public pressure for it existed. In 1971 a private developer demolished the Inn, then resold the property. The property has remained as a rubble-filled lot to this day. The City now owns a small triangular piece of the corner of the property, and Pacific Northwest Bell owns the rest and will erect a business office in the near future.

Congsequences:
The major potential adverse affect of this proposal has already taken place, caused by a private developer. The current proposal should cause no other ill effects, and will greatly improve the flow of traffic through town.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Urban setting, i.e., a major downtown intersection adjacent to the Central business district (CBD). Newport Avenue crosses the Deschutes River a few hundred feet west of the Wall Street intersection. The terrain is relatively level,with the land west of the intersection sloping to the river. The altitude of Bend is just over 3600 feet. The average January minimum temperatu is about 18°F, and the average July maximum temperature is around 85°F. Annual precipitati averages approximately 12 inches, with most of it occurring in the winter months (yearly snowfall is usually almost 34 inches). Contrary to some impressions, "only" 158 days per year are clear, on the average. 105 days each year are partly cloudy and 102 are cloudy (source: "Columbia Basin States Climatological Handbook").

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area is primarily commercial. The NW corner of the Greenwood-Wall Street intersection is the site of the demolished Pilot Butte Inn. Land use patterns would be unaffected by the proposed realignment. The improvement will reduce traffic on adjacent southern portions of Wall Street and Bond Street, resulting from traffic pattern changes. Abandoned portions of the existing roadbed will be restored by landscaping. Noise and air pollution levels attributable to vehicular traffic should be lowered in the downtown area as a result of this proposal. East-west through traffic on Newport and Greenwood will no longer be forced to travel through the CBD.

No utilities are in conflict with this proposal.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Urban setting, i.e., a major downtown intersection adjacent to the Central business district (CBD). Newport Avenue crosses the Deschutes River a few hundred feet west of the Wall Street intersection. The terrain is relatively level, with the land west of the intersection sloping to the river. The altitude of Bend is just over 3600 feet. The average January minimum temperatu is about 18°F, and the average July maximum temperature is around 85°F. Annual precipitati averages approximately 12 inches, with most of it occurring in the winter months (yearly snowfall is usually almost 34 inches). Contrary to some impressions, "only" 158 days per year are clear, on the average. 105 days each year are partly cloudy and 102 are cloudy (source: "Columbia Basin States Climatological Handbook").

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area is primarily commercial. The NW corner of the Greenwood-Wall Street intersection is the site of the demolished Pilot Butte Inn. Land use patterns would be unaffected by the proposed realignment. The improvement will reduce traffic on adjacent southern portions of Wall Street and Bond Street, resulting from traffic pattern changes. Abandoned portions of the existing roadbed will be restored by landscaping. Noise and air pollution levels attributable to vehicular traffic should be lowered in the downtown area as a result of this proposal. East-west through traffic on Newport and Greenwood will no longer be forced to travel through the CBD.

No utilities are in conflict with this proposal.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The right-of-way parcels required for the new roadway are presently the site of a demolished building and a small vacant parcel next to a motel. Both parcels are zoned commercial, and are owned by the City.

Typical Section 56 feet wide, curbed, 4 travel lanes, sidewalks. No parking, no shoulders, no bikepath or bikeway.

Structures None

Characteristics (ADT) 5500 (1973)

Other General Information (or Supplemental information to items) The Greenwood-Newport intersection is to be signalized with existing facilities to be matched where possible. The widening of Wall Street includes the realignment of Lafayette Avenue so that the intersection is at right angles, for safety reasons. The Lafayette-Wall intersection has one of the highest accident rates in Bend, with four (4) accidents in 1973.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

As shown on the sketch map, the proposal is the minimum that can be done to accomplish realignment. The only alternative, therefore, is to maintain the status quo.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

OFFER

Public Hearing(s) Schedule: ~~☒~~ Not Required ☐ Required ☑ Recommended

Note: An opportunity for hearing may be required.

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 29, 1975

A. PROJECT IDENTIFICATION

Name of Project Newport-Greenwood Realignment (Section) U-123 (-)

Location of Project NW Greenwood Avenue at Newport/Wall Intersection (Highway Name) US 20 BUS (Highway No., US - ORE)

Bend (City) Deschutes (County) 4 (Region)

Program FAU (Funding) $100,000. (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve east-west traffic movement by aligning Greenwood Avenue with Newport Avenue at the Wall Street intersection. Also, to allow two-way traffic on Wall St. from Greenwood to Bond St. This will allow left turns to the north at Wall St., rather than at Bond (see attached map).

Origin and History: Presently direct eastbound traffic movements on Newport Avenue. are not allowed and westbound movements on Greenwood Avenue across Wall Street are difficult. Public interest in realignment has existed for many years but the project could not be accomplished as long as the Pilot Butte Inn existed.

C. DESCRIPTION OF PROJECT

Length 760 Ft. total

Termini East-West: NW Bond St. to NW Brooks St.

North-South: NW Greenwood Avenue to 100' North of NW Lafayette Avenue

Alignment ☐ New ☐ Existing ☒ Combined

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

June 17, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Newport-Greenwood Realignment
NW Greenwood Avenue @
Newport/Wall Intersection
Deschutes County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit ✓
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 10 : R. L. Lammert

APPROVED
ESH
E. S. Hunter
Date 6-18-75

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ● UE
☑ UPE ● CE ☒ RE ☒ RPE ☐

RECEIVED
JUN 1[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8218

June 18, 1975

Adele Egan
Right of Way Branch

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5339

Attached for further handling are two copies (one conformed) of a right of way services agreement with the City of Bend covering Greenwood and Lafayette Avenues.

We have retained a fully executed copy for the Transportation Commission's files.

fkn

Att.

REMARKS: Offer will be made to set a public hearing, if requested.

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections None

2. Does the applicant desire to perform the project preliminary engineering?
Yes X Street No X Traffic Light

Does the applicant desire to perform the project construction engineering?
Yes X Street, No X Traffic Light

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 50,000
Right-of-Way Costs (if participating)	None
Traffic Control	50,000
Illumination	None
Structures	None
Railroad	None
Other	
Preliminary Engineering	$10,000
PROJECT TOTAL	$ ~~100,000~~ $110,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Bend, OR and/or County

By Arthur R Johnson, City Manager

By

By

By

By

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure? N/A

FOOTNOTES:

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Engineering Dept., Bend Office
2. Environmental Engineering Dept., Bend Office
3. Public Hearing Engineering Dept., Bend Office

Phases
Type of Suspension Mast Arms
Interconnected State Design
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Present Illumination and Location:

Street lights

2. Proposed Illumination:

Location None
Type

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

   General Width 80 ft. Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? None Explain
   All right-of-way is either owned by the City of Bend or is dedicated for street purposes

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ______ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?
   No

6. Should State prepare options? Yes ______ No X

7. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   No If so, explain ______
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain ______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

   None

2. **Proposed Signalization:**

   Location Intersection of NW Greenwood Ave. and NW Wall St.

   Type To be designed by State Highway Dept.

Rev. 6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date April 8, 1975

Applicant Agency City of Bend, OR

Federal Aid System Route No. US 20 Bus. **Route Name** N.W. Greenwood Ave.

Project Name Realignment NW Greenwood Ave. and Newport Ave. at Wall St. also Wall St. widening at Lafayette

Project Length 760' total **Project Location (Attach sketch map)**

Project Description The project is in two parts, the realignment of NW Newport Ave. at Wall St. to align with Greenwood Ave. and the widening of Wall St. at Lafayette.

The two parts to this project are needed to allow the two-way traffic on Wall St. from Greenwood to Bond. This will allow left turns to the north at Wall St. rather than at Bond St.

Both Newport and Wall St. widening would be fully improved to a 56 ft. wide roadway with sidewalks.

Average Daily Traffic (1973) 5500 **Design Speed** 25 MPH

Complete Applicable Sections:

RECEIVED
COUNTY & CITY SECTIO
[illegible] 1 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 56 ft. **Travel Lanes** 3and 4 **Shoulders** None

Medians None **Parking**

Sidewalks 5 and 10 ft wide

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 56 ft. **Travel Lanes** 4 **Shoulders** None

Medians None **Parking** None

Curbed Yes **Length Curb Radii** 15 and 30 ft.

Sidewalk/Bikeway Sidewalk replacement

Other

FOOTNOTES:

Description of Proposed Roadway Work Constructing 56 ft. wide roadways for the realigned Newport Ave. and widened Wall St. The projects include grading, curbs, base, pavement, sidewalks and drainage control.

fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-11

Bend, Oregon, 97701

June 30, 1975

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: FAU Project Request
Greenwood-Newport Realignment
Bend

TO: Richard Unrein
Urban Engineer
County-City Unit

The lengthy review and appraisal of the right-of-way involved in this project has been completed by the Regional Right-of-Way Supervisor. Appraisals and transactions were found to be in order. I am forwarding the city's FAU Project Request at this time, and I hope that processing can be expedited. If there is anything that I can do to speed things up, let me know.

The Project Environmental Assessment was sent to the Environmental Section on May 6, and they forwarded it to the Project Management Section on May 21.

David S. Fenton

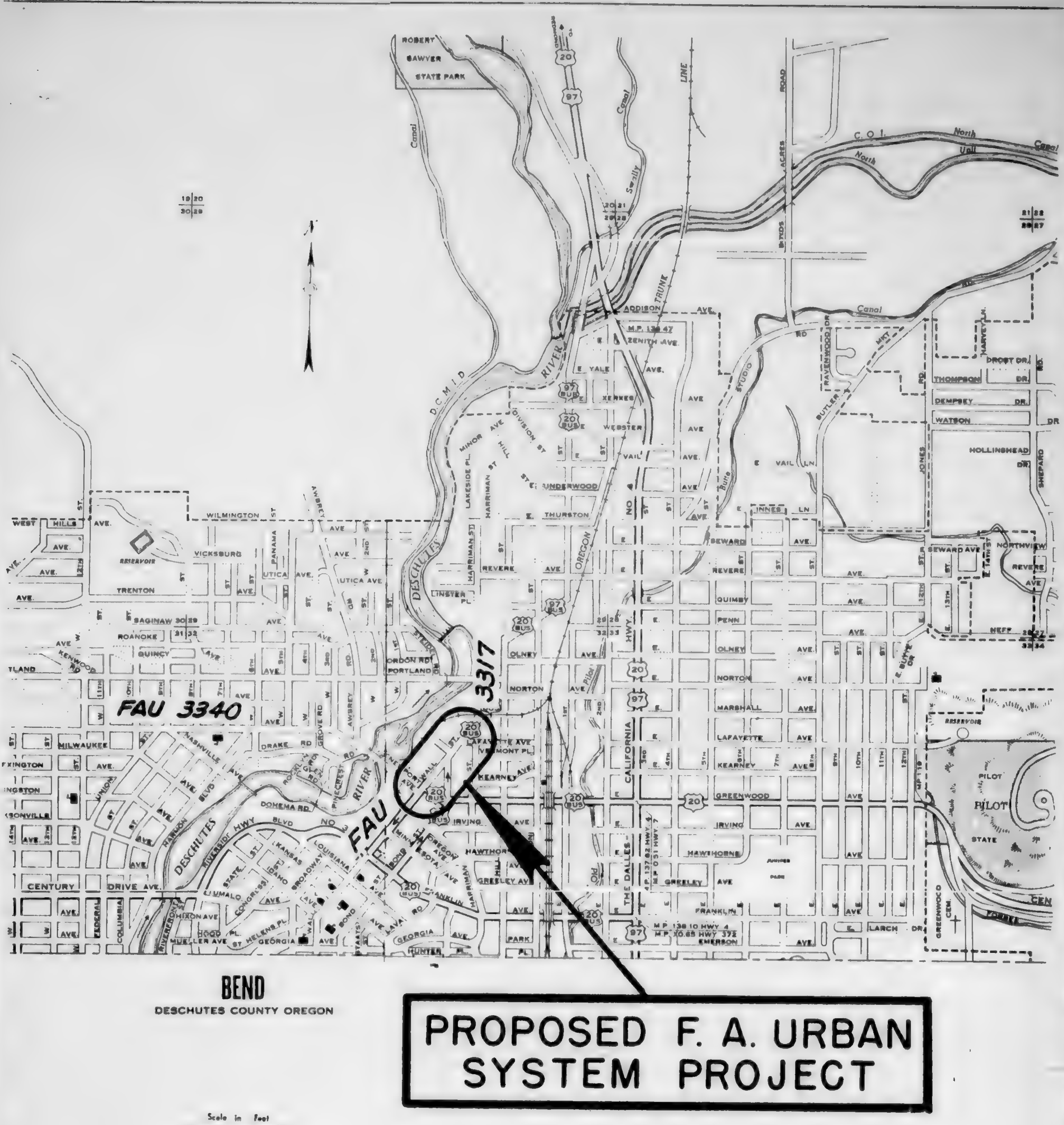
DSF:pw

Enclosure

Unrein #

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

7-1-75
Lafayette & Wall portions
ARE not on FAU system
Informed Fenton



FAU 3340
FAU 3317
PROPOSED F. A. URBAN SYSTEM PROJECT
ROBERT SAWYER STATE PARK
DESCHUTES RIVER
D.C.M.I.D. Canal
C.O.I. North Canal
North Unit Canal
OREGON TRUNK LINE
ADDISON AVE.
ZENITH AVE.
WILMINGTON
VICKSBURG
TRENTON
SAGINAW
ROANOKE
QUINCY
MILWAUKEE
NASHVILLE AVE
DRAKE RD
RIVERSIDE BLVD
CENTURY DRIVE AVE.
GREENWOOD
IRVING
HAWTHORNE
GREELEY
FRANKLIN
NORTON
OLNEY
PENN
QUIMBY
REVERE
SEWARD
THURSTON
UNDERWOOD
WEBSTER
XERXES
YALE
MARSHALL
LAFAYETTE
KEARNEY
CALIFORNIA
THE DALLES CALIFORNIA HWY
PILOT BUTTE STATE PARK
GREENWOOD CEM
RESERVOIR
M.P. 138.10 HWY 4
M.P. 30.65 HWY 372
M.P. 137.62 HWY 4
M.P. 0.51 HWY 7
M.P. 136.47
20
97
20 BUS
97 BUS

BEND
DESCHUTES COUNTY OREGON

Scale in Feet

CITY OF BEND
Proposed Urban System Project

Lafayette Avenue-Newport Avenue, FAU 3340 (Bend) Section
N. W. Wall Street, FAU 3317
Grading, Paving and Signals
$110,000

This project entails all the work and costs to construct the Newport Avenue-Greenwood Avenue connector; install a traffic signal on Wall Street at Greenwood Avenue; realign the Lafayette Avenue-Wall Street intersection; and widen Wall Street to provide four travel lanes.

Perform all necessary engineering.

Construct 56-foot curb-to-curb street section.

Provide sidewalks.

Provide necessary traffic signals.

75-j
7/21/75

8418

15

Lafayette - [illegible]

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon State ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System**
Additional Project Request

Presented for your consideration at the July 30 meeting will be an additional Urban System project request. This request is in addition to the three requests made in my letter of July 21.

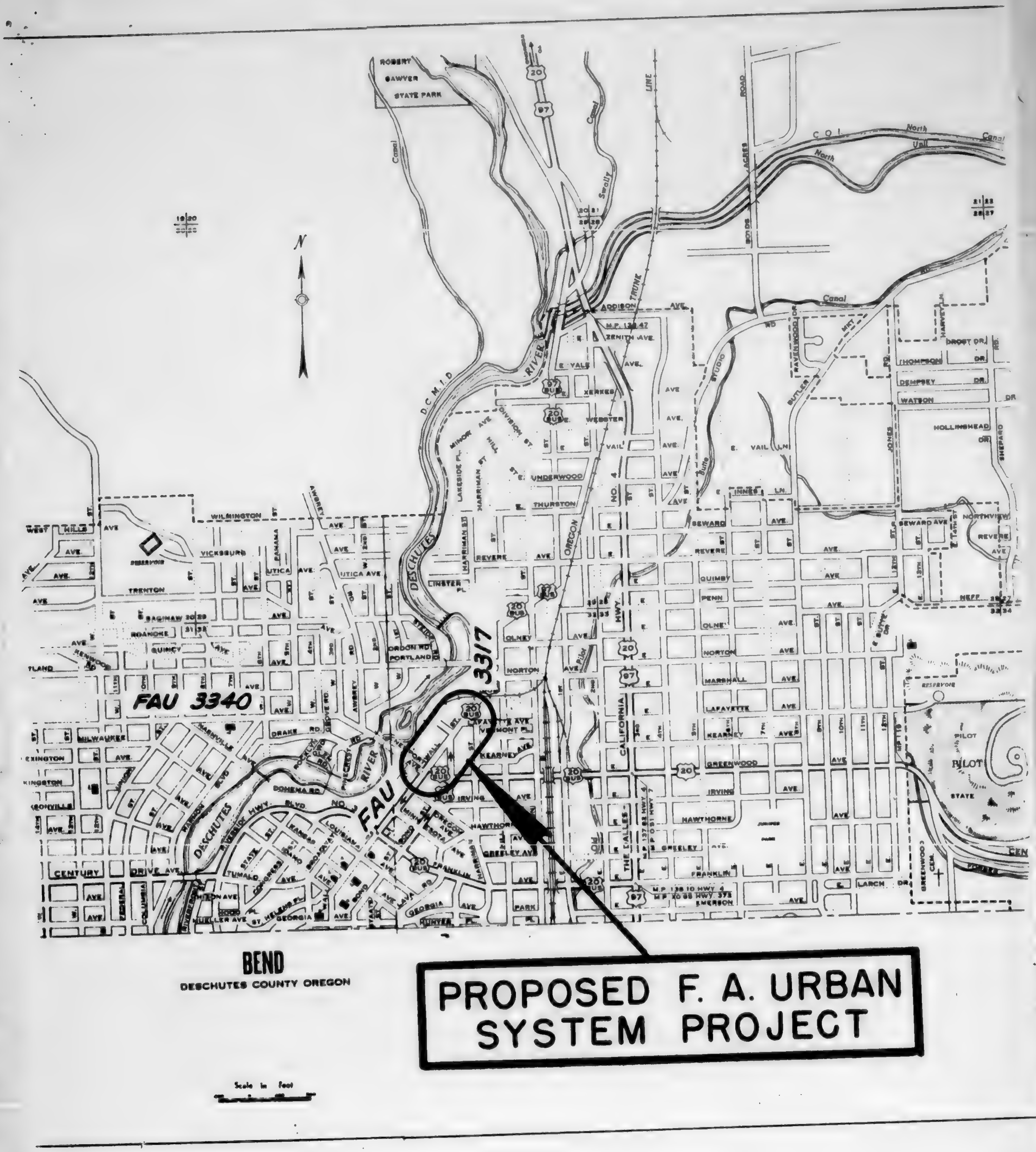
The City of Bend is requesting a $110,000 project to improve the traffic circulation in downtown Bend.

Federal Urban System funds for this project are estimated at $85,800 with the State providing approximately $12,100 in match funds and an equal amount being contributed by the City of Bend.

This project has been investigated and is eligible for funding under the federal aid highway program. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
D. N. Harwell
Jack Graham
George M. Baldwin
R. L. Schroeder
R. N. Bothman
V. E. Skoog
E. L. Hardt
Gary Sund

RU:scr srb


FAU 3340
FAU 3317
ROBERT SAWYER STATE PARK
DESCHUTES RIVER
D.C.M.I.D.
North Unit Canal
Swalley Canal
OREGON TRUNK LINE
PILOT BUTTE STATE PARK
RESERVOIR
GREENWOOD CEM.
N
Scale in Feet
WILMINGTON ST.
ADDISON AVE.
ZENITH AVE.
XERKES
WEBSTER
UNDERWOOD
THURSTON
SEWARD
REVERE AVE.
QUIMBY
PENN
OLNEY
NORTON
MARSHALL
LAFAYETTE AVE
KEARNEY
GREENWOOD AVE
IRVING AVE.
HAWTHORNE
GREELEY AVE.
FRANKLIN
LARCH DR.
EMERSON
CALIFORNIA
THE DALLES-CALIFORNIA HWY. NO. 4
WALL ST.
DRAKE RD.
PORTLAND
NEWPORT
TRENTON
VICKSBURG
UTICA AVE.
SAGINAW
ROANOKE
QUINCY
MILWAUKEE
LEXINGTON
KINGSTON
CENTURY DRIVE AVE.
GEORGIA
BROADWAY
DONEMA RD.
HOLLINGSHEAD
NEFF
NORTHVIEW
20
97
20 BUS
97 BUS

BEND

DESCHUTES COUNTY OREGON

PROPOSED F. A. URBAN SYSTEM PROJECT

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

In accordance with Chapter 1, Title 23, CFR, Part 771, this proposal is judged to be a non-major action.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas are discernible.

7. Potential for Controversial Issues:

The general public consensus seems to be that the present intersection is inconvenient and is in need of improvement. No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	X		
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner	X		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**
All right-of-way (80 ft. in width) is either owned by the City or Bend or is dedicated for street purposes. The two parcels that were required (NW corner of Greenwood-Wall intersection and NE corner of Lafayette-Wall intersection) were recently purchased by the City. Purchase is now being re-negotiated to conform to federal requirements. No improvements are included.

2. **Estimated Changes in Traffic Patterns:**

Direct eastward movement from Newport to Greenwood will be possible, as will two-way traffic on Wall Street north of the intersection.

Consequences:

Increased efficiency of traffic movement in all directions resulting from realignment and signalization.

3. **Estimated Changes in Land Use:**

No changes should take place, except for the conversion of two small vacant parcels to transportation uses.

Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:**

No ecological damage is expected.

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

Prior to the razing of the historic Pilot Butte Inn it is unlikely that this project could have taken place, even though some public pressure for it existed. In 1971 a private developer demolished the Inn, then resold the property. The property has remained as a rubble-filled lot to this day. The City now owns a small triangular piece of the corner of the property, and Pacific Northwest Bell owns the rest and will erect a business office in the near future.

Congsequences:
The major potential adverse affect of this proposal has already taken place, caused by a private developer. The current proposal should cause no other ill effects, and will greatly improve the flow of traffic through town.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Urban setting, i.e., a major downtown intersection adjacent to the Central business district (CBD). Newport Avenue crosses the Deschutes River a few hundred feet west of the Wall Street intersection. The terrain is relatively level, with the land west of the intersection sloping to the river. The altitude of Bend is just over 3600 feet. The average January minimum temperatu is about 18°F, and the average July maximum temperature is around 85°F. Annual precipitati averages approximately 12 inches, with most of it occurring in the winter months (yearly snowfall is usually almost 34 inches). Contrary to some impressions, "only" 158 days per year are clear, on the average. 105 days each year are partly cloudy and 102 are cloudy (source: "Columbia Basin States Climatological Handbook").

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area is primarily commercial. The NW corner of the Greenwood-Wall Street intersection is the site of the demolished Pilot Butte Inn. Land use patterns would be unaffected by the proposed realignment. The improvement will reduce traffic on adjacent southern portions of Wall Street and Bond Street, resulting from traffic pattern changes. Abandoned portions of the existing roadbed will be restored by landscaping. Noise and air pollution levels attributable to vehicular traffic should be lowered in the downtown area as a result of this proposal. East-west through traffic on Newport and Greenwood will no longer be forced to travel through the CBD.

No utilities are in conflict with this proposal.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The right-of-way parcels required for the new roadway are presently the site of a demolished building and a small vacant parcel next to a motel. Both parcels are zoned commercial, and are owned by the City.

Typical Section 56 feet wide, curbed, 4 travel lanes, sidewalks. No parking, no shoulders, no bikepath or bikeway.

Structures None

Characteristics (ADT) 5500 (1973)

Other General Information (or Supplemental information to items) The Greenwood-Newport intersection is to be signalized with existing facilities to be matched where possible. The widening of Wall Street includes the realignment of Lafayette Avenue so that the intersection is at right angles, for safety reasons. The Lafayette-Wall intersection has one of the highest accident rates in Bend, with four (4) accidents in 1973.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

As shown on the sketch map, the proposal is the minimum that can be done to accomplish realignment. The only alternative, therefore, is to maintain the status quo.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

OFFER

Public Hearing(s) Schedule: ~~☒~~ Not Required ☐ Required ☑ Recommended
Note: An opportunity for hearing may be required.
Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 29, 1975

A. PROJECT IDENTIFICATION

LAFAYETTE AVE. - NEWPORT AVE. (BEND) SECTION U-123 (-)

Name of Project Newport-Greenwood Realignment (Section)

FAUS - 3317

Location of Project NW Greenwood Avenue at Newport/Wall Intersection (Highway Name) US 20 BUS (Highway No., US - ORE)

Bend (City) Deschutes (County) 4 (Region)

Program FAU (Funding) $100,000. (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve east-west traffic movement by aligning Greenwood Avenue with Newport Avenue at the Wall Street intersection. Also, to allow two-way traffic on Wall St. from Greenwood to Bond St. This will allow left turns to the north at Wall St., rather than at Bond (see attached map).

Origin and History: Presently direct eastbound traffic movements on Newport Avenue. are not allowed and westbound movements on Greenwood Avenue across Wall Street are difficult. Public interest in realignment has existed for many years but the project could not be accomplished as long as the Pilot Butte Inn existed.

C. DESCRIPTION OF PROJECT

Length 760 Ft. total

Termini East-West: NW Bond St. to NW Brooks St.
North-South: NW Greenwood Avenue to 100' North of NW Lafayette Avenue

Alignment ☐ New ☐ Existing ☒ Combined

3

[illegible]

(Form (1) 9-74)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Lafayette Ave.-Newport Ave. (Bend) Section District 10			
11	12] PROJECT LOCATION—CITY N.W. Wall Street FAU-3317 City of Bend	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION [79 SEC: -- T: 17 S R: 12 E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work to improve intersections in the city of [71

07 12] Bend. [71

08 12] (Please refer to the attached assessment for further explanation [71

09 12] of this project.) [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	78,000	---	11,000	11,000	---	100,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: July 23, 1975	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Aug.	25	1975

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 23, 1975

TO: Executive Department
Federal Aid Coordination Unit

Central Oregon Inter-
government Council
1106 W. Highland
Redmond, Or 97756

FROM: George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Lafayette Ave.-Newport Ave. (Bend) Section
Deschutes County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be August 25, 1975.

Attachment

BLG:dc

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
William Anhorn
Alfred Shirley, Jr.
Aeronautics Div.

We thank you for your consideration and any help you might give us.

Very truly yours,

Art

Arthur R. Johnson
City Manager

ARJ:at

cc: Mr. L. R. Rulien
Project Management Engineer
Salem

Mr. David Fenton
Regional Federal Aid Engineer
Bend

Mr. Carl Williams
Regional Engineer

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
STATE HWY ENGR
JUL 10 '75
REFER TO
Rankin
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

July 9, 1975

Mr. F. B. Kaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: F.A.U., Realignment N. W.
Greenwood and Newport, Bend

Dear Fred:

The City of Bend has submitted a Federal Aid Urban System Project Request for a project titled Realignment N. W. Greenwood Avenue and Newport Avenue at Wall Street also Wall Street widening at Lafayette Street.

The project consists of constructing the connector street section needed to connect Newport Avenue with Greenwood Avenue. Also widening of Wall Street north of Greenwood to facilitate the large amount of Newport traffic that is northbound. Also included in the project is a traffic signal to be installed at the intersection of Wall, Newport and Greenwood.

The project application has been forwarded to the Project Management Section. We have completed design of the street work and could construct the roadways as soon as the project is approved. We understand that final Highway Commission approval will not take long.

Our concern is that the traffic signal design work that is to be done by the Highway Department could delay the project until next year. We feel we can complete the street work and light installation through a joint City-State effort yet this year, if we can get the light design expedited. As you know, our construction season is very short in this area and we are fighting time.

Any aid you could give us by shortening the timing necessary for Highway Department design of the traffic light would be greatly appreciated. The Greenwood-Newport realignment project is our community's highest priority street project.

65H

7-4-7 15

July 24, 1975

Mr. Arthur R. Johnson
City Manager
City of Bend
P. O. Box 431
Bend, Oregon 97701

Dear Mr. Johnson:

27 H

We appreciate the urgency of your request regarding the Federal Aid Urban project for the realignment of N.W. Greenwood Avenue and Newport Avenue at Wall Street, and also the Wall Street widening of Lafayette Street. The total project presently is not eligible for urban funds, the reason being that a portion of the project is on the primary system.

In order to expedite the processing of this project, we are requesting Federal Highway Administration approval of the necessary changes in the urban system. Upon concurrence of this change by FHWA, we can immediately circulate the Notice of Intent to apply for federal funds (A-95) and all subsequent steps necessary to obtain program approval of FHWA.

The following is our estimate of the time required for the sequence of events necessary to move this project to contract:

System Change Approval	August 1, 1975
A-95 Preparation and Review Completed	August 29, 1975
P.E. Program Approved by FHWA	September 8, 1975
Field Engineering Completed	October 10, 1975
Final Design Completed	November 18, 1975
Advertise for Bids	November 26, 1975

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

GNH:scr js
bc: F. B. Klaboe
L. W. Rulien
C. M. Williams

We understand the present policy requires City staff to be qualified and approved to do the preliminary engineering; the final engineering has to be done by the Highway Department and the contract award has to be made by the Highway Commission.

Because construction by us is the only way the project can be done this year, there is no need to go through City personnel qualifications and other State administrative procedures if the City cannot do the construction because of F.A.U. funded requirements.

In review, we have completed our final design and could construct the realignment yet this fall if we could coordinate State signal design to allow the City and State maintenance to install the signal through an intergovernmental agreement.

We understand under the F.A.U. procedures, as adopted by the State Highway Administrator July 22,1975, adjustments in the new procedures would have to be made.

We would like to thank you for the help you have given us on this project to date.

Very truly yours,

Arthur R. Johnson

Arthur R. Johnson
City Manager

/ve
Enc. (1)

cc: Mr. Dick Unrein
City-County Section
405 State Highway Building
Salem, Oregon 97310

F+U
Bend

1905
CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

July 30, 1975

Mr. Bob Pool
Assistant Regional Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Bob:

Subject: Federal Aid Urban System Project Request,
Newport-Greenwood Realignment, Bend

We have been attempting to accomplish the realignment of Newport Avenue to align with Greenwood Avenue in downtown Bend. We started development planning over two years ago. At that time, the State Highway Department supported the project by committing $15,000 with the understanding that the City would do the construction, see attached letter. ✓

During the past year we have tried to develop a F.A.U. project to accomplish this needed project.

Our ability to make this realignment occurred when the Pilot Butte Inn was torn down. The site it occupied was the property needed to make the realignment.

Early this year we obtained the needed right-of-way, but had to commit to the owner that we would have our street project under way by fall.

It had been our plan, after discussing it with Mr. Carl Williams, Regional Engineer, and later with Mr. David Fenton, Regional Federal Aid Engineer, to construct the two sections of street with our ongoing street construction contracts and to install the needed traffic light jointly with State maintenance. ✓

RECEIVED
COUNTY & CITY SECTION
AUG 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Williams summarized the situation. There are two ways we can go.

1. Write an Authority for Survey and follow the normal routine from there.

2. Try to get special dispensation for the City to do the grading and the State to do the signal.

In the meantime, the State will prepare an Authority for Survey.

Johnson said he wanted to discuss the matter with Donahue. They will then let the State know which way they want to go.

JEH:pw

cc: R. Unrein

ROE RE RME RCE
RTE RECEIVED ENV
RUE AUG 13 1975 RDE
RSO REGION 4 RBE
ASSIGNED______________

Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:MAI 12-11

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

August 13, 1975

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Bond Street-Newport Avenue (Bend)Sec
Central Oregon Highway
Deschutes County

TO: MEMO TO THE FILES:

A meeting was held in the Region Office in Bend at 11:00 A. M. Wednesday, August 13, 1975 to discuss the status of progress for funding of the subject project. Those in attendance were as follows:

Arthur Johnson	Bend City Manager
John Donahue	Bend City Engineer
Dave Carter	FHWA
Jim Koss	FHWA
Carl Williams	OSHD
Richarn Unrein	OSHD
Dave Fenton	OSHD
John Holcomb	OSHD

RECEIVED
COUNTY & CITY SECTION
AUG 15 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Fenton reviewed the status of things to date and stated that the main purpose of the meeting was to discuss the mixing of work to be done, and the steps we must now go through to achieve Federal monies. Unrein agreed that the right-of-way situation has been settled.

Unrein stated that we are not technically eligible for FAU funding because the streets have not been changed to FAU. This will require a written request from the city and county. Art Johnson said he would get these, (this is to change the street status from FAP to FAU). Fenton stated the A-95 has been satisfied.

Donahue asked about delays to construction, stating that if a contract cannot be let before the scheduled November or December date it will mean a year's delay because you cannot build streets in the wintertime in Bend. Unrein stated the State will have to award the contract. This is the State's agreement with the Association of Oregon Counties and League of Oregon Cities. This is OSHD policy and he knows of no deviations. It would be okay for the City to administer the contract, but they must follow the same procedure as any OSHD Resident Engineer. All inspectors would have to be certified by OSHD.

Williams asked Unrein if there wasn't some way for the City to do the project. Unrein stated, no, none that he knew of. Williams asked if we could perform the work on an SFO. Unrein said yes, if it can be shown to be in the public interest. Williams stated that if we could get a variance for the City to do the contract the State could lend the City a certified inspector. The cost would have to be borne by the City.

ROUTING	ACTION	INFO
[illegible] ENGINEER		
[illegible] ENGR.		
OFFICE ENGR.		
COUNTY-CITY	AUG 15 1975	
FEDERAL AID		
INVENTORY-NEEDS		
[illegible] CONTROL		
[illegible] & SCHEDULE		
REMARKS:		

Unrein H

contractors, they admitted that unit prices bid for State work will be higher. Due to the size of the job, only local contractors in Central Oregon will be expected to bid. So we pay a premium to get this project completed if we are forced to follow your standard policies.

We respectfully request that you carefully review the application of your policies to our project and determine if a variance is not in order. Both of our goals are the same - the most efficient use of the available dollars to accomplish the maximum improvement to our streets and highway. Your earliest favorable consideration would be appreciated by the community.

Sincerely,

Roger P. Smith
Mayor

RPS:at

cc: Carl Williams
Dick Unrein
Robert Chandler
Michael P. Hollern Jr.
Art Johnson, City Manager
John Donahue, City Engineer

After the standard review of our application was completed by the Highway staff in Salem, it was made abundently clear that the cooperative effort we had envisioned would not be acceptable. We certainly recognize that the Federal Regulations must be met in order to qualify for funding. Where we really feel despair is an unwillingness to investigate the possibility of a variance with any degree of enthusiasm.

The variance that we allude to concerns joint City-State construction rather than a total State bid call award. A clarification of City-State construction is as follows:

1. Street Realignment
   - a. As we pointed out earlier, the property has been acquired totally at City expense to bring about the realignment.
   - b. The plans and specifications to City standards have been completed by our City staff.
   - c. Upon initiation of signal design by the Highway Department, the City would begin street construction by a change order of our openly bid 1975 street construction contracts.
   - d. Inspection of project would be handled by a State certified inspector.
2. Signal
   - a. The State Highway Division would design the signal.
   - b. The Regional Highway Division would obtain the hardware for the signal equipment through the State Highway Division.
   - c. The City would erect the signal foundation.
   - d. The City would contract with an electrician.
   - e. The erection of the poles and mast arms would be completed through a cooperative effort by the City and Regional Highway maintenance.

In a meeting held at the Regional Office in Bend last Wednesday, Dick Unrein of the Salem Office was present and asked if we intended to file a variance. He needed to know whether this project would be processed through established policies. We told him we would review it, but in the interim, the application should proceed through standard channels. Our feeling of lack of enthusiasm for a variance occured at this meeting.

We feel the community need for this project is clearly evident and that every effort should be made to expedite the project to eliminate a dangerous and congested traffic "bottleneck." If we have to proceed to have a redesign of the project to State Standards on a City street and go through a State bid call, our costs are going to be considerably higher. The costs will be higher through inflation, due to time delay, and also highway construction standards are higher than a City street standard. Through discussion with some of our local

1905
CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
STATE HWY ENGR
AUG 18 '75
REFER TO
FOR
Info Answer File

August 15, 1975

Mr. E. S. Hunter, Deputy State Highway Engineer
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, OR 97301

Re: Realignment of Greenwood & Newport
Streets in Bend, Oregon

Dear Mr. Hunter:

We have received your schedule indicating the sequence of event necessary to move the realignment project of Newport & Greenwood to contract. We were very disappointed with the schedule because an advertisement for a bid in Central Oregon on November 26, 1975 means the actual construction in the summer of 1976.

Without unduly laboring the past, I think it is well to point out that this project has been in the mill for a number of years. Officially on December 19, 1973, the late Jim Putnam, Regional Engineer, informed us the State would participate to a limit of $15,000 for reconstruction of the intersection. This was followed on February 21, 1974 with a letter from H. S. Cox, County-City Engineer that "State would deposit with the City said $15,000 upon award of contract by City." The letter also stated "without going into specifics, the City is to furnish all right-of-way for this realignment at their expense. It was also tentatively agreed that the project would be done by contract and the City would draw up the plans and specifications and advertise and award the contract."

The City therefore went ahead and acquired the necessary right-of-way. After the acquisition, we understood there were Federal Aid to Urban Funds available that could aid us in construction. We met with the Regional Highway staff in Bend and discussed a cooperative effort to accomplish the improvement in the shortest amount of time. At this meeting it was acknowledged that the traffic signal would have to be designed by the State Highway Division, but the other elements of the project could be pursued through a cooperative effort by the City and the State Highway Division.

We were delighted with their readiness to assist and it is in keeping with the attitude that we have developed in Central Oregon between the City and the Regional and District Highway Staff. They have been most cooperative and it has been a pleasure to work with them.

August 21, 1975

The Honorable Roger P. Smith
Mayor, City of Bend
P.O. Box 431
Bend, OR 97701

Dear Mayor Smith:

Realignment of Greenwood
and Newport Streets
City of Bend

I am very pleased by the reference in your August 15 letter the cooperation the City of Bend is enjoying with our Region and District staff, but needless to say, I am sorry you are disappointed with the time it will take to contract the Newport and Greenwood realignment project.

The anticipated cost of this project is in excess of $100,000 and it is apparent that a $15,000 contribution from the State would not enable this project to go further without the benefit of Federal Aid. If there was no Federal Aid involved, then implementing the job as you suggest by combination of city forces, state forces, material purchases, extensions on street contract, et cetera, would pose no problem to us. But the facts are that the Federal Aid processes just do not lend themselves to that type of a cooperative venture.

We will do our best to move the job along and are, of course, always willing to return to the original proposal in which case the City would accomplish the work and the State would make a contribution of $15,000.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc: Michael P. Hollern
F. B. Klaboe
Carl Williams
L. W. Rulien

LWR:ljt dpy

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lafayette Avenue-Newport Avenue (Bend)

Date 9-12-75, 19

Highway U.S. 20 - Business

Authorization No. 1

County Deschutes

Survey Prefix 309-1950 (Assigned by Salem office)

Description of termini, route, length, etc.:

This project is located in the City of Bend, Deschutes County, T.17S., R.12EWM. The north-south termini is from N.W. Greenwood Avenue to 100 Ft. north of N.W. Lafayette Avenue and the east-west termini is from N.W. Bond St. to N. W. Brooks Street. Total length of the project is 0.14 miles on U.S. Highway 20, Business.

RECEIVED
COUNTY & CITY SECTION
NOV 28 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey:
To prepare plans and specifications to construct a 56 ft. curb to curb street section, provide sidewalks and provide the necessary traffic signals. Title 23, USC Highways

Estimate of cost:
~~See attached sheet~~

Field	901	3,500
Citizen Participation	902	150
Plans	905	500
Soils	910	200
Traffic	911	500
Proj. Mgt.	920	100
Specifications	921	300
Environmental	923	250
Hearings	980	1,000

Total estimated cost of survey $ 6,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: G. W. Martin
Field Engineer

Recommended for Approval: W. H. Rebeau
Location Engineer

Recommended for Approval: for
Regional Engineer

Approved: for
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 11-20-75
FED. AID FAUS STATE

deal through that division. They answered our questions and made sure our requests and applications got to the proper place. With the reorganization of the State Highway Division, the City-County Division was abolished and the trend was toward the regional office. We were told henceforth to go through the regional office with our State Highway business.

We also saw the staffing of our regional office increased and in Bend saw the addition of a Traffic Engineer, a Federal Aid man and other specialists. Our dealings with the regional office have been excellent and I can't say enough about their cooperation.

As I see it, however, although we have competent staff in the field to work with cities requesting FAO funds, and other projects, the power to respond to our needs is withheld in Salem. There is no question in my mind that if you would allow the regional offices to administer the programs, we would be much better off.

Although I am told that the federal highway regulations and State policies are geared to prevent abuse, I would say the hurdles have only succeeded in driving up the cost of each project. We would gladly work cooperatively with the regional office and they could make sure the funds are properly expended.

By placing the responsibility on the local regional level, you could have personal supervision and an understanding of how the job can best be accomplished. You could eliminate some of the policies that act as a straight jacket and an escalator of costs.

Recently I served on a citizens committee for the Department of Environmental Quality concerning the rules and regulations governing sub-surface disposal. My sub-committee assignment involved regional differences and we held a series of hearings all over the State. The response from the public was the same wherever we met. They wanted decision making at the local level so regional differences could be taken into consideration. They wanted more decision making at both the Regional DEQ level and with the County Sanitarian who also must administer DEQ regulations.

My plea is the same. If some of the decision making for administering local projects can be transferred from the State Highway Building in Salem to your regional offices you will find faster action and more to show for the money expended.

As you can see, my approach is pragmatic, but I feel strongly that if we are to continue along the same route, the happiness we had in receiving the FAU funds will turn to one of complete frustration. The dreams we had of stretching our dollars to make a number of improvements will be smashed as we find our costs increase because of unnecessary policies and red tape.

I would respectfully request your consideration of some of my ideas.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at

cc: Mayor Roger Smith
Jack Donahue
Carl Williams
Michael Hollern
Rep. Sam Johnson
Don Jones

SEAL OF THE CITY OF BEND, DESCHUTES COUNTY, OREGON 1905
CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

August 27, 1975

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

[illegible]/[illegible]
R

Mr. Fred Klaboe, Administrator
Oregon State Highway Division
State Highway Building
Salem, OR 97301

Dear Fred:

I am sure you are aware of the difficulties we have encountered concerning the realignment of Newport and Greenwood Streets in downtown Bend. If not, Mr. Hunter and Mr. Williams know the full details.

Rather than dwell on the specifics of this project I would instead like to pose some questions that concern me about the policies relating to the administration of the Federal Aid to Urban funds.

First of all, the requirement that all bids be awarded by the State Highway Commission does not consider local regional differences. In this and other areas of the State there are very few general contractors. When we call for bids on our City streets we break it up into three bids - excavation, curbs and paving. This does not prevent any general contractor from bidding and it does not eliminate small firms that specialize in a particular area of expertise. If bids are processed through the State Highway Commission it requires the small specialized contractors to subcontract with another specialized contractor to present a bid. The one that acts as the general contractor will, of course, charge extra for the administration. For our minor projects, it is unlikely that we will attract bidders from the Willamette Valley, so through the present State procedure, the bids will be higher than if we called for bids locally.

The companion requirement that State specifications must be used, also is something that disturbs me. If the street is a city street, to be maintained by the city, why can't it be constructed to our standard city specifications? The local contractors have told me privately that if they bid on a project with State specifications, the bids will be higher.

Another problem that perplexes me is the lack of assigned responsibility to the Regional Highway Office in the area of Federal Aid Urban projects. When we had the old City-County Division of the Highway Department, we were told to we just have not been able to reach a solution. We need to try again, and I am going to call a meeting (including representatives from the AOC, LOC, FHWA and Highway Division) to focus on this problem and see if procedures can be developed that will allow these programs to operate more effectively. If not, I hope we can at least identify the problems that need to be overcome by legislation or other means.

I would be very pleased if you could make yourself available for this meeting and any follow-up work necessary to identify and resolve this issue. L. W. Rulien, Project Management Engineer, will be arranging the meeting and forwarding you an agenda within the month.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Robert W. Straub
The Honorable Philip Lang
The Honorable Sam Johnson
The Honorable Roger Smith, Mayor of Bend
Michael P. Hollern, Transportation Commission
Glen L. Green, Federal Highway Administration
League of Oregon Cities
Association of Oregon Counties

bc: George M. Baldwin
E. S. Hunter
Carl Williams
L. W. Rulien - Please arrange a meeting date and make up an agenda.

(Project Management) srb

September 18, 1975

Mr. Arthur R. Johnson
City Manager
City of Bend
Post Office Box 431
Bend, Oregon 97701

Dear Mr. Johnson:

I appreciate your letter of August 27 and the thought that went into it. You have identified a dilemma which is causing us much concern and one we have been unable to successfully resolve.

The thrust of federal legislation for transportation improvements has been to create more and more special categories and to expand the funding to more and more road and street systems. Despite this, the federal government has not seen fit to significantly change the rules, regulations and procedures they require be followed. The financing does not work like a grant program. The financing procedures require that the State in the first instance pay all bills and then seek reimbursement from the federal government. Obviously this then puts the federal government in a position to refuse reimbursement if they are not satisfied that all the rules, regulations and procedures have been followed.

Unfortunately, the federal requirements for producing a small urban system project are substantially the same as the requirements for producing a major $20 million highway project. We are very familiar with the frustration this causes for all the local entities of government as we suffer the same pains on smaller state projects.

Our policy is to apply the maximum federal dollars available to transportation problems in the most efficient and convenient manner possible, while complying with reasonable fiscal and quality controls and any governing laws. In our judgment, the federal requirements exceed what is necessary to carry out this policy.

We have discussed this problem with the Federal Highway Administration, Association of Oregon Counties, League of Oregon Cities, and various individuals in the past; but as previously indicated,

fau
Bend

Salem, Oregon
September 25, 1975

Richard Unrein
Urban Engineer

Urban System Project Programming Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

City: Bend

Section: Lafayette Ave.-Newport
N.W. Wall St., FAU 3317 (proposed)
0.15 Mile

Proposed Work: All phases of preliminary engineering by State neccessary to prepare project for contracting.

Costs:	Total	Federal	State	City
*Preliminary Engineering:	$ 6,500	$ 5,070	$ 715	$ 715
Construction:	(103,500)	(80,730)	(11,385)	(11,385)
Total:	$110,000	$85,800	$12,100	$12,100

*Field--$5,000 P.S. and E.--$1,500

State Clearinghouse Approval: 8/21/75

District 10 Clearinghouse Approval: 7/29/75

Approved by Transportation Commission: 7/30/75

See attached project application for additional project information

RU:dp

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

deal through that division. They answered our questions and made sure our requests and applications got to the proper place. With the reorganization of the State Highway Division, the City-County Division was abolished and the trend was toward the regional office. We were told henceforth to go through the regional office with our State Highway business.

We also saw the staffing of our regional office increased and in Bend saw the addition of a Traffic Engineer, a Federal Aid man and other specialists. Our dealings with the regional office have been excellent and I can't say enough about their cooperation.

As I see it, however, although we have competent staff in the field to work with cities requesting FAO funds, and other projects, the power to respond to our needs is withheld in Salem. There is no question in my mind that if you would allow the regional offices to administer the programs, we would be much better off. Statewide [illegible] Comm. limited $

Although I am told that the federal highway regulations and State policies are geared to prevent abuse, I would say the hurdles have only succeeded in driving up the cost of each project. We would gladly work cooperatively with the regional office and they could make sure the funds are properly expended.

By placing the responsibility on the local regional level, you could have personal supervision and an understanding of how the job can best be accomplished. You could eliminate some of the policies that act as a straight jacket and an escalator of costs. Field [illegible]

Recently I served on a citizens committee for the Department of Environmental Quality concerning the rules and regulations governing sub-surface disposal. My sub-committee assignment involved regional differences and we held a series of hearings all over the State. The response from the public was the same wherever we met. They wanted decision making at the local level so regional differences could be taken into consideration. They wanted more decision making at both the Regional DEQ level and with the County Sanitarian who also must administer DEQ regulations.

My plea is the same. If some of the decision making for administering local projects can be transferred from the State Highway Building in Salem to your regional offices you will find faster action and more to show for the money expended. Agree

As you can see, my approach is pragmatic, but I feel strongly that if we are to continue along the same route, the happiness we had in receiving the FAU funds will turn to one of complete frustration. The dreams we had of stretching our dollars to make a number of improvements will be smashed as we find our costs increase because of unnecessary policies and red tape.

I would respectfully request your consideration of some of my ideas.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at

cc: Mayor Roger Smith
Jack Donahue
Carl Williams
Michael Hollern
Rep. Sam Johnson
Don Jones

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

August 27, 1975

Mr. Fred Klaboe, Administrator
Oregon State Highway Division
State Highway Building
Salem, OR 97301

Dear Fred:

I am sure you are aware of the difficulties we have encountered concerning the realignment of Newport and Greenwood Streets in downtown Bend. If not, Mr. Hunter and Mr. Williams know the full details.

Rather than dwell on the specifics of this project I would instead like to pose some questions that concern me about the policies relating to the administration of the Federal Aid to Urban funds.

First of all, the requirement that all bids be awarded by the State Highway Commission does not consider local regional differences. In this and other areas of the State there are very few general contractors. When we call for bids on our City streets we break it up into three bids - excavation, curbs and paving. This does not prevent any general contractor from bidding and it does not eliminate small firms that specialize in a particular area of expertise. If bids are processed through the State Highway Commission it requires the small specialized contractors to subcontract with another specialized contractor to present a bid. The one that acts as the general contractor will, of course, charge extra for the administration. For our minor projects, it is unlikely that we will attract bidders from the Willamette Valley, so through the present State procedure, the bids will be higher than if we called for bids locally.

ok. but delays job. less cost ?

The companion requirement that State specifications must be used, also is something that disturbs me. If the street is a city street, to be maintained by the city, why can't it be constructed to our standard city specifications? The local contractors have told me privately that if they bid on a project with State specifications, the bids will be higher.

?

OK by US. FHWA ?

Another problem that perplexes me is the lack of assigned responsibility to the Regional Highway Office in the area of Federal Aid Urban projects. When we had the old City-County Division of the Highway Department, we were told to

Red Tape in Salem

The Honorable Sam Johnson
State Representative
Post Office Box 356
Redmond, Oregon 97756

September 26, 1975

Dear Sam:

I agree that it is extremely important that federal-aid programs be applied to the problems they are intended to solve in a reasonable and effective manner. We have been struggling to try and do this for years and yet each year the number of hoops that have to be jumped through in order to obtain the federal funds and comply with the regulations increase. We have a very difficult time on highway projects on the state highway system and, despite our efforts, have found that the regulations governing the work have extended the time to bring projects to contract upwards to three, and sometimes six to seven, years. The vast bulk of these regulations apply to the smaller jobs and those federal-aid programs available to local jurisdictions.

Enclosed is a copy of a letter from Fred Klaboe, State Highway Administrator, to Art Johnson, City Manager of Bend. I lend my support to the study that Fred is proposing to see if a way can be found through the tangle so that projects may move more quickly and smoothly and that consequent savings of money can be realized. There is nothing that would please me more than to remove red tape and simplify procedures.

Thank you for your interest.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosure

cc The Honorable Robert W. Straub
The Honorable Philip D. Lang
Art Johnson, City Manager of Bend
Michael P. Hollern, Transportation Commission
League of Oregon Cities
Association of Oregon Counties

bc F. B. Klaboe
R. B. Sipprell
L. W. Rulien
Carl Williams

LWR:ljt fn

Faus

Greenwood Ave. & Newport Ave.
@ Wall St. and
SECTION: Lafayette @ Wall St.

HIGHWAY: F.A.U.S. 3317

COUNTY: Deschutes

[illegible] 75

"R" Value	17
Traffic Coefficient (1975 -1985 Ten Year Design Period)	7.3
Crushed Base Equivalent Requirement	21.5"

NEW WORK

ACTUAL THICKNESS		CREDIT
2.0"	A.C. (Final Application)	4.0
3.5"	A.C. (Cl. C) (Immediate)	7.0
10.0"	A.B.	10.0
15.5"		21.0"

OVER EXISTING ROADWAY
(Where Utilized)

2.0" A.C. (Final Application)
1.5" A.C. (Immediate)

RECEIVED
COUNTY & CITY SECTION
NOV 7 1975
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface and Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

9-26-75

SENATOR FRED W. HEARD
MAJORITY LEADER
503 378-8700

RECEIVED
STATE HWY ENGR
OCT 14 '75
REFER TO
FOR
Info Inves R/D O/R Sign Act File

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

October 3, 1975

George M. Baldwin, Director
Department of Transportation
135 Highway Building
Salem, Oregon 97310

Dear George:

I have recently received correspondence from both Representative Sam Johnson and Bend City Manager Art Johnson regarding the re-alignment of Newport and Greenwood Streets in downtown Bend.

I, too, share Representative Johnson's and Mr. Johnson's concern with the procedural dilema in regard to this matter. Although it is important that abuse be prevented in connection with the building of and maintaining of public roads, it is equally important that local input not be discounted when considering various aspects of public roads. It goes without saying that the residents of a particular area know best the needs of their area.

An idealistic situation is something to which we must aspire, yet idealism often is not practical when dealing with the everyday realities of life. I feel that this situation is one which must be dealt with in a realistic manner.

Cordially,

Senator Fred W. Heard

FWH/djh

cc: Governor R. Straub
Representative S. Johnson
✓Fred Klaboe
Mayor Smith
Art Johnson
League of Oregon Cities
Associated Oregon Counties

NOTED
F. B. KLABOE

SYNOPSIS

INTERSECTIONAL IMPROVEMENT

Greenwood & Wall
(Pilot Butte Inn)
BEND

Early in 1974 a non-Federal Aid Co-op agreement was proposed with City of Bend for realigning Newport and Greenwood at Wall Street. State committed to participate with $15,000.00.

Late in 1974 due to cost of project City indicated that they wished to use Federal Aid Urban System Funds.

Environmental Assessment Approval by FHWA (Indicated need for City to offer or hold a public hearing.)	6/11/75
Application for Urban project received	7/1/75
A-95 cleared District Clearinghouse	7/29/75
A-95 cleared State Clearinghouse	7/30/75
Letter from Mayor objecting to procedures	8/15/75
Response to Mayor	8/21/75
Letter from City Manager objecting to procedures	8/27/75
Response to City Manager	9/18/75

Awaiting determination of how to proceed consistent with procedures that FHWA will fund and consistent with desires of City.

Meeting on the general topic of Federal Aid and Local Government scheduled for - 10/22/75.

Controversy and misunderstanding has developed concerning a project proposed by the City of Bend. The project is simple enough and involves the realignment of Newport Street so that it connects into Wall Street opposite Greenwood. The realignment will square the intersection and the realignment has become feasible since the removal of the Pilot Butte Inn. The controversy does not involve the project itself which all parties agree is a good and appropriate improvement. Rather, the controversy involves the many, many federal procedures that apparently must be followed in order to get approval of federal funds for the work.

Originally, the City proposed to the State Highway Division a cooperative jointly funded effort that would not include the use of federal dollars. The Highway Division agreed to cooperate to the extent of $15,000; the City of Bend agreed to obtain the necessary rights-of-way, develop the plans, and let a contract to accomplish the work. If this were done, there would be no problems.

After proceeding it became apparent to the City that the cost of the project would be more than had been originally anticipated and in the meantime, Federal Aid Urban System funds had become available to the City and could be applied to this project. Utilization of Federal Aid funds, regrettable as it may be, does in fact require compliance with a great many regulations and procedures. Compliance with all of these procedures obviously does stretch out the amount of time and frustrations that can be experienced in bringing a project to contract. The time, red tape, and frustrations of applying Federal Aid to small local projects has become a matter of controversy and will be addressed in an upcoming meeting October 22, 1975.

45

Len Bergstein
Office of the Governor

October 16, 1975

F. B. Klaboe, Administrator
and State Highway Engineer

Newport Street - City of Bend

Attached is the information you requested concerning the Newport Street job in Bend.

If I can be of any further assistance, please let me know.

FBK:srb

Atts.

bc: George M. Baldwin (w/att.)
Gary Sund "
E. S. Hunter (w/att.)
L. W. Rulien

Controversy and misunderstanding has developed concerning a project proposed by the City of Bend. The project is simple enough and involves the realignment of Newport Street so that it connects into Wall Street opposite Greenwood. The realignment will square the intersection and the realignment has become feasible since the removal of the Pilot Butte Inn. The controversy does not involve the project itself which all parties agree is a good and appropriate improvement. Rather, the controversy involves the many, many federal procedures that apparently must be followed in order to get approval of federal funds for the work.

Originally, the City proposed to the State Highway Division a cooperative jointly funded effort that would not include the use of federal dollars. The Highway Division agreed to cooperate to the extent of $15,000; the City of Bend agreed to obtain the necessary rights-of-way, develop the plans, and let a contract to accomplish the work. If this were done, there would be no problems.

After proceeding it became apparent to the City that the cost of the project would be more than had been originally anticipated and in the meantime, Federal Aid Urban System funds had become available to the City and could be applied to this project. Utilization of Federal Aid funds, regrettable as it may be, does in fact require compliance with a great many regulations and procedures. Compliance with all of these procedures obviously does stretch out the amount of time and frustrations that can be experienced in bringing a project to contract. The time, red tape, and frustrations of applying Federal Aid to small local projects has become a matter of controversy and will be addressed in an upcoming meeting October 22, 1975.

REC'D

10-16-75

City acquired R/W for the anticipated federal-aid project w/o following federal requirements as outlined in Region IV.

City backed up and satisfied federal requirements (still did not offer public hearing)

City proposed to split project into 2 parts.

(1.) Signals by State & City personnel under Force Order (Hard to justify as being in public interest.)

(2.) Street work by City contract negotiated with a local contractor. (Hard to justify, as it is not open competitive bidding).

Project not eligible for FAUS funds as it is on FAP System. City has been slow in initiating action to change from FAP to FAUS system (Documents received today).

City has not offered Public Hearing.

City has not signed project Agreement

10/16/75 R.U.

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

SENATOR FRED W. HEARD
MAJORITY LEADER
(503) 378-8700

October 3, 1975

George M. Baldwin, Director
Department of Transportation
135 Highway Building
Salem, Oregon 97310

Dear George:

I have recently received correspondence from both Representative Sam Johnson and Bend City Manager Art Johnson regarding the realignment of Newport and Greenwood Streets in downtown Bend.

I, too, share Representative Johnson's and Mr. Johnson's concern with the procedural dilema in regard to this matter. Although it is important that abuse be prevented in connection with the building of and maintaining of public roads, it is equally important that local input not be discounted when considering various aspects of public roads. It goes without saying that the residents of a particular area know best the needs of their area.

An idealistic situation is something to which we must aspire, yet idealism often is not practical when dealing with the everyday realities of life. I feel that this situation is one which must be dealt with in a realistic manner.

Cordially,

Fred W. Heard

Senator Fred W. Heard

FWH/djh

cc: Governor R. Straub
Representative S. Johnson
Fred Klaboe
Mayor Smith
Art Johnson
League of Oregon Cities
Associated Oregon Counties

RECEIVED
OCT 14 1975
OFFICE
DIRECTOR of TRANSPORTATION

8418

I

DIRECTOR'S FILE
Hwy

October 16, 1975

The Honorable Fred W. Heard
State Senator
Post Office Box 337
Klamath Falls, Oregon 97601

Dear Fred:

Thank you for your letter of October 3 concerning the realignment of Newport and Greenwood Streets in Bend.

Fred Klaboe has set up a meeting with the cities, counties, League of Oregon Cities, Association of Oregon Counties, Federal Highway Administration, and other interested parties to discuss problems experienced by local officials in applying Federal-aid highway programs to their local needs. The meeting will be held on Wednesday, October 22, 1 to 3 p.m. in the Conference Room of the Local Government Center in Salem.

The objective is to determine the actions necessary to make these programs effective.

We appreciate having your views on this important matter.

Sincerely,

George M. Baldwin
Director of Transportation

cc The Honorable Sam Johnson
Michael P. Hollern

bc F. B. Klaboe
R. B. Sipprell
L. W. Rulien

GMB:fn

Deschutes County

8418

cc: F. B. Klaboe
E. S. Hunter
Victor Wolfe
G. N. Hopkins
Ruth Morrison
D. E. Swan

RECEIVED
STATE HWY ENGR
OCT 20 '75
REFER TO
FOR

October 17, 1975

TO: Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM: L. W. Rulien
Project Management Engineer

RE: Proposed Revision of Federal Aid Systems
In Bend, Oregon

As requested in your letter of August 8, 1975 we are attaching the City of Bend's Resolution No. 1300 and Deschutes County's Resolution of October 1, 1975 covering the redesignation of federal aid primary routes in Bend as federal aid urban routes. Attached are three copies of the map submitted with their resolutions.

You indicated there would be no reduction in the length of FAP 21 by the requested system action. There is a 0.51 mile reduction in the length of this route, as the control point was originally at Wall Street and now will be at Third Street.

We are requesting a revision in FAU route numbers and descriptions to more closely follow former FAS and FAP routes. FAU 3360 will proceed easterly on Galveston Avenue to 14th Street; thence northerly on 14th Street to Newport Avenue. FAU 3345 will proceed northerly on 14th Street to Galveston Avenue; thence easterly on Galveston Avenue, Riverside Boulevard, and Franklin Avenue to Third Street. FAU 3340 on Newport Avenue will extend along Greenwood Avenue to Third Street. FAU 3317 is assigned to remaining portions of the FAP 4 loop on Wall Street, Bond Street, Hill Street, Deschutes Place, and First Street.

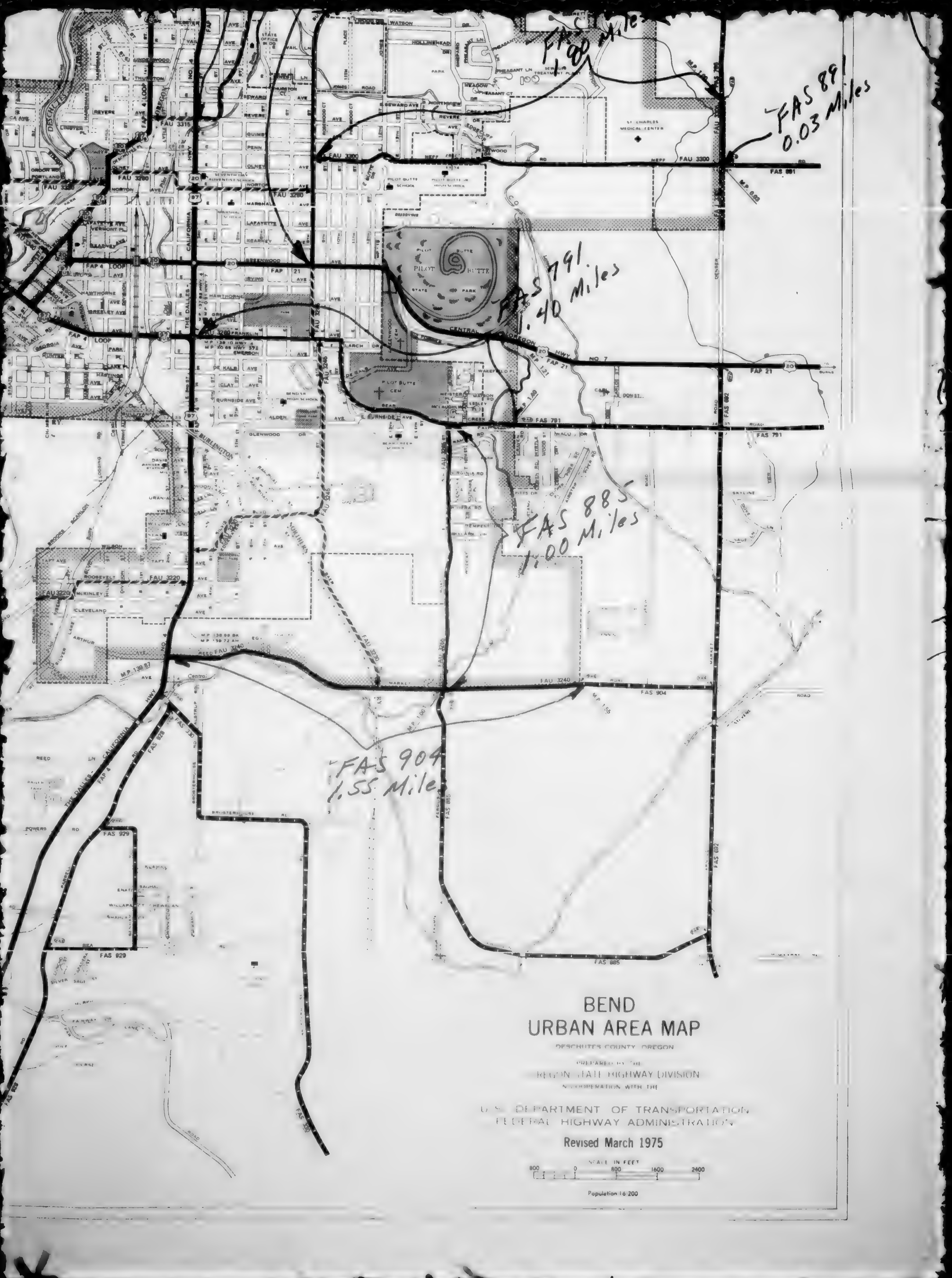
Attached are three copies each of Urban System route tabulations and secondary system route reduction tabulations.

Your approval of these changes is requested.

LWR/RU:scr

Attachments

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


FAS 1.80 Miles
FAS 891 0.03 Miles
FAS 791 1.40 Miles
FAS 885 1.00 Miles
FAS 904 1.55 Miles
FAU 3300
FAS 891
FAU 3310
FAU 3315
FAU 3280
FAP 21
FAP 4 LOOP
FAU 3246
FAS 791
FAU 3220
FAU 3240
FAS 904
FAU 3230
FAS 885
FAS 892
FAS 929
FAS 928
FAP 4
PILOT BUTTE STATE PARK
PILOT BUTTE CEM
ST CHARLES MEDICAL CENTER
BEND SR HIGH SCHOOL
THE DALLES-CALIFORNIA HWY
OREGON HWY NO. 7
DESCHUTES

BEND
URBAN AREA MAP

DESCHUTES COUNTY OREGON

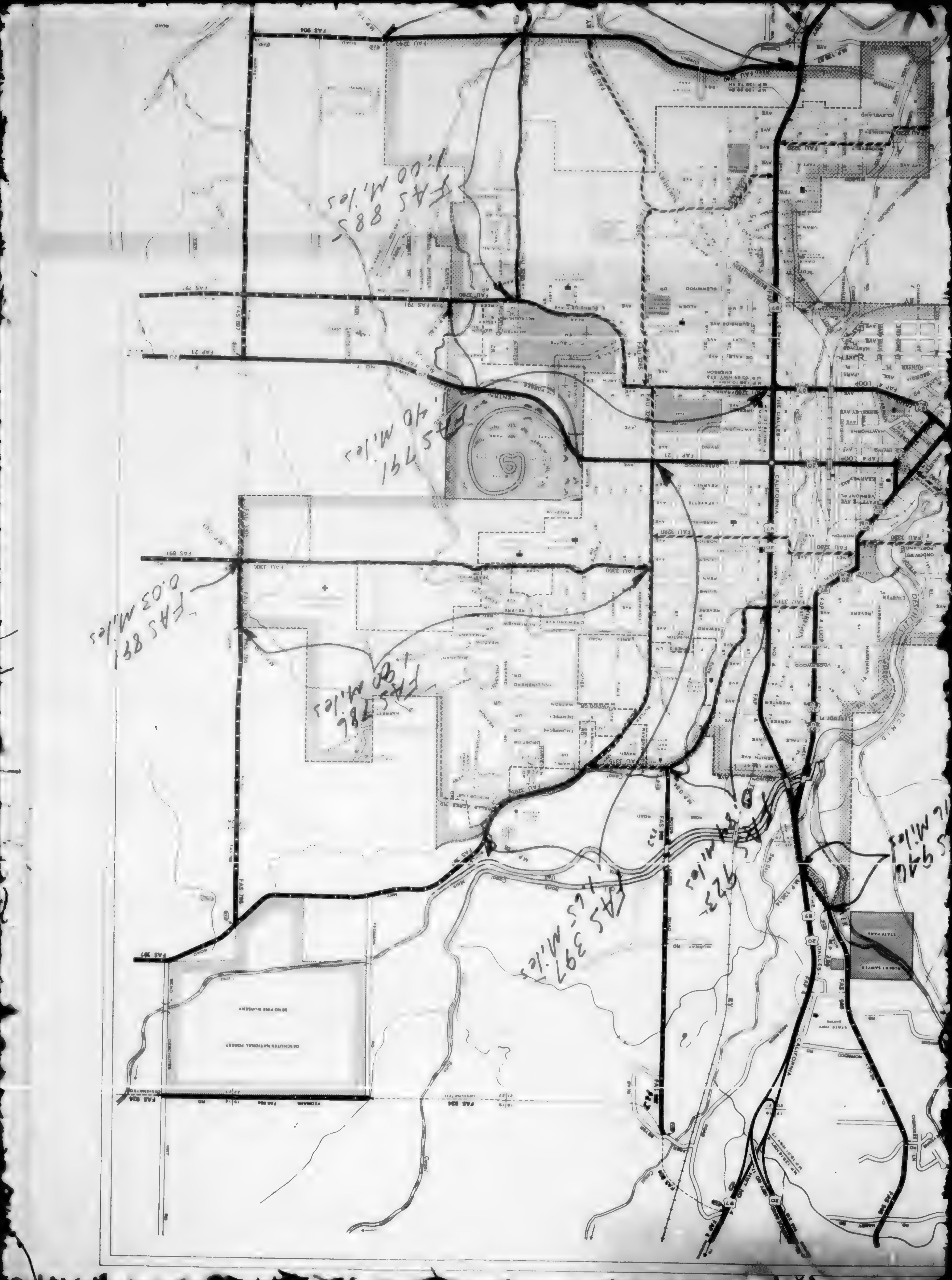
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

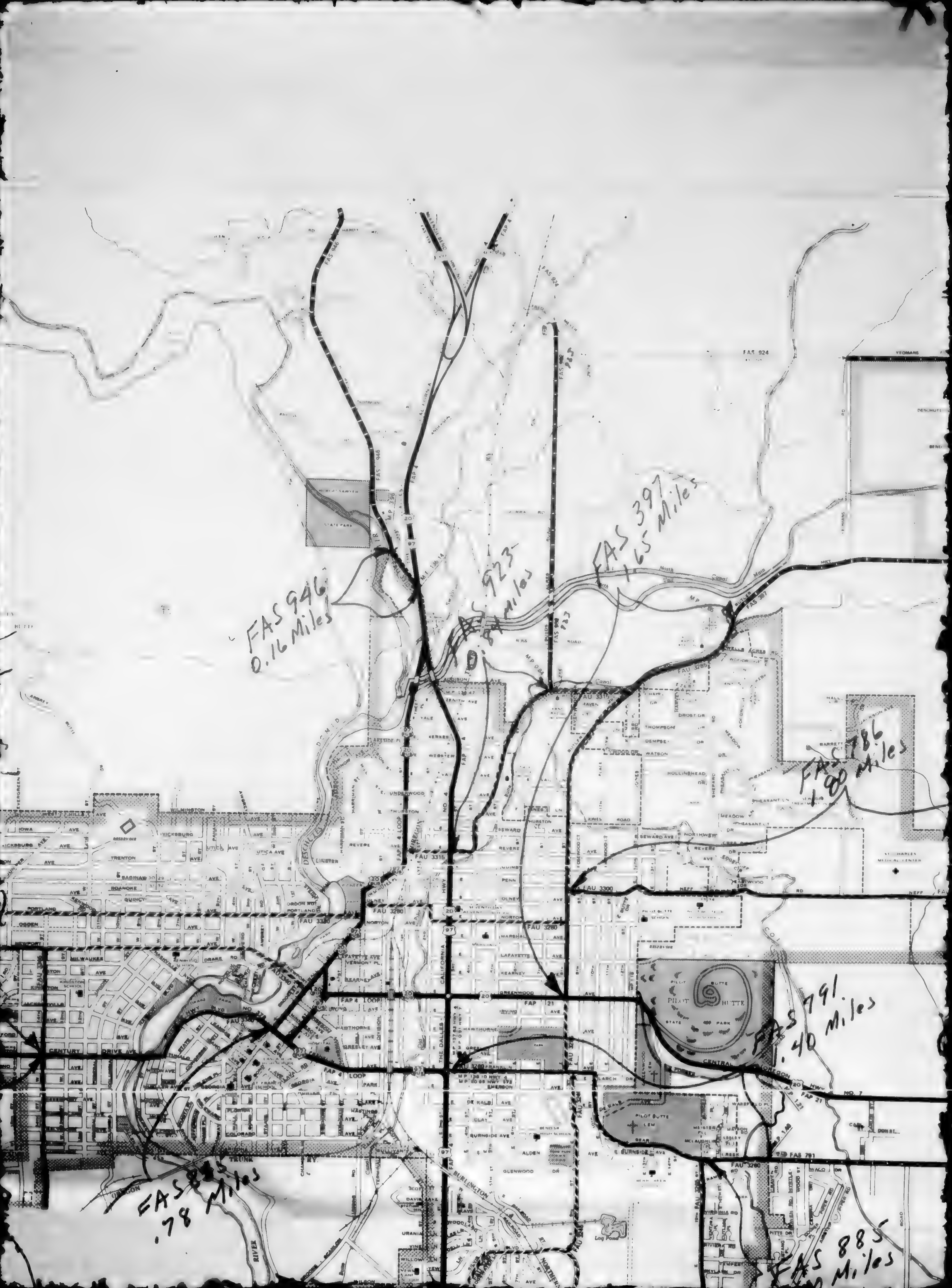
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

SCALE IN FEET
800 0 800 1600 2400

Population 16 200


FAS 885
1.00 Miles
FAS 791
.40 Miles
FAS 891
0.03 Miles
FAS 786
1.00 Miles
FAS 397
1.65 Miles
923
.34 Miles
946
.16 Miles
FAS 904
FAU 3240
FAS 791
FAP 21
FAS 891
FAU 3300
FAS 786
FAS 397
FAS 834
FAU 3280
FAU 3330
FAP 4 LOOP
THE DALLES
CALIFORNIA
STATE PARK
ROBERT SAWYER
DESCHUTES NATIONAL FOREST
BEND PINE NURSERY
M P 139.14


FAS 946
FAP 4
FAS 924
FAS 923
FAS 397
YEOMANS
MP 136.14
STATE PARK
North Canal
Main Canal
ADDISON AVE
ZENITH AVE
YALE AVE
XERXES AVE
WEBSTER AVE
UNDERWOOD
THURSTON
REVERE
FAP 4 LOOP
FAU 3315
FAU 3311
FAU 3285
FAU 3300
FAU 3280
FAU 3330
FAU 3260
FAP 21
THOMPSON
DEMPSE
WATSON
HOLLINSHEAD
PHEASANT
MEADOW
NORTHWEST
NEFF
NORTON
MARSHALL
LAFAYETTE AVE
KEARNEY
GREENWOOD AVE
IRVING
HAWTHORNE
GREELEY AVE
FRANKLIN
DE KALB
BURNSIDE AVE
ALDEN
GLENWOOD DR
THE DALLES CALIFORNIA HWY
PILOT BUTTE STATE PARK
CENTRAL OREGON HWY NO. 7
DESCHUTES
RIVER
BURLINGTON
Log Pond
ST. CHARLES MEDICAL CENTER
MILWAUKEE
PORTLAND
QUINCY
ROANOKE
TRENTON
IOWA AVE
UTICA AVE
VICKSBURG
WILMINGTON
NEWPORT
CENTURY DRIVE
KINGSTON
GEORGIA
COLORADO
HASTINGS
PITTS DR
WACO
FAS 791
FAU 3260

FAS 946
0.16 Miles

FAS 923
.8 Miles

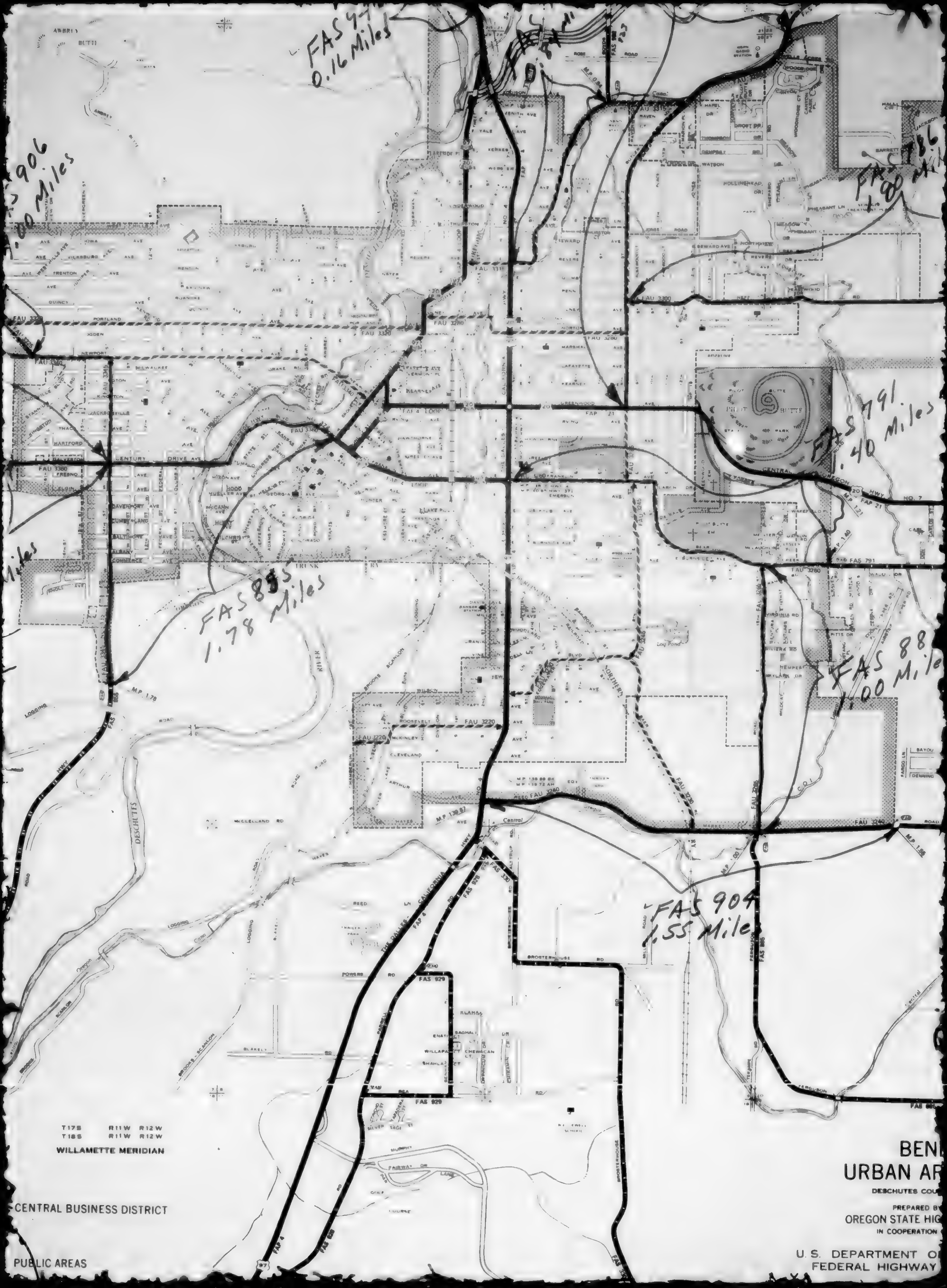
FAS 397
1.65 Miles

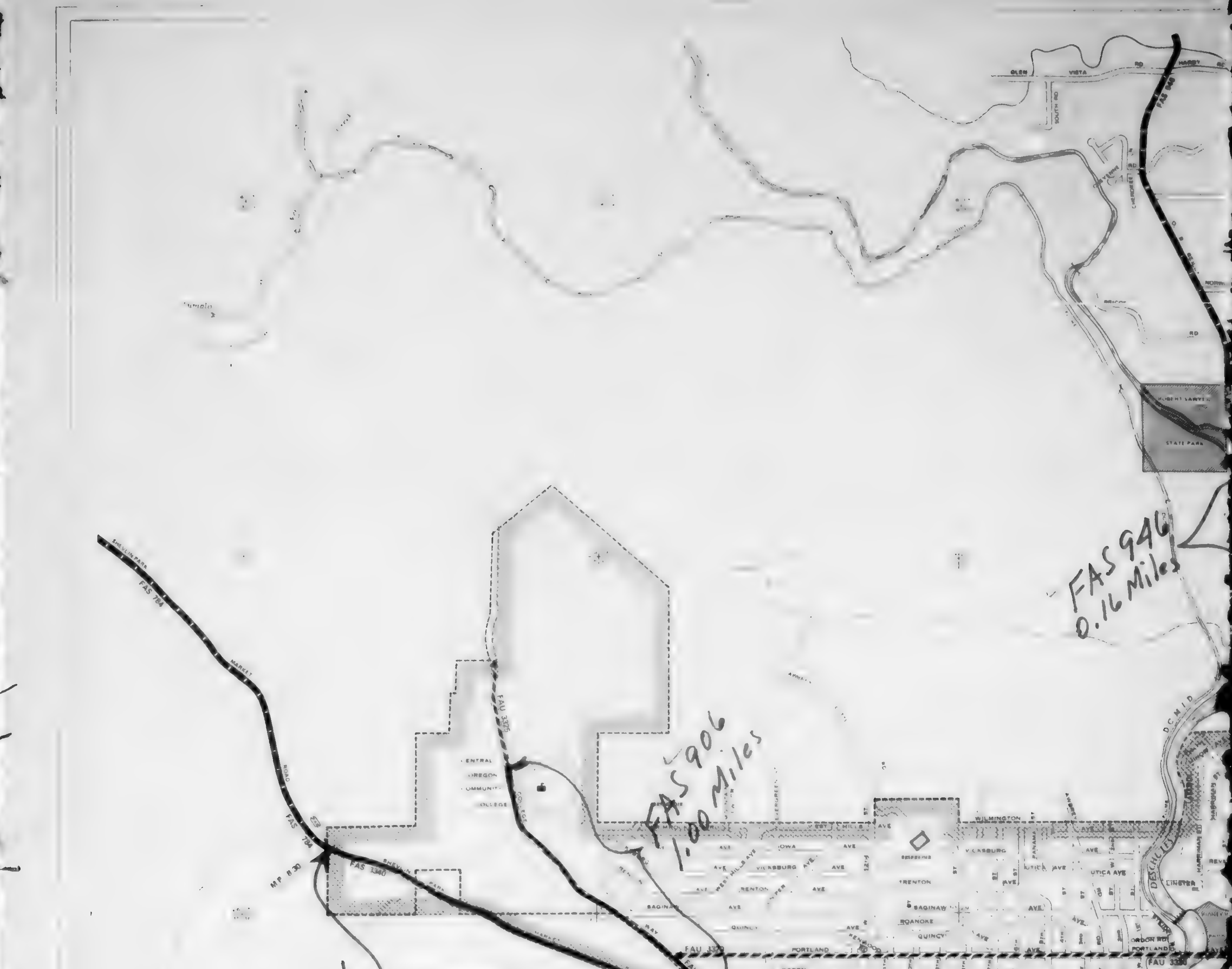
FAS 786
1.90 Miles

FAS 791
.40 Miles

FAS 885
.78 Miles

FAS 885
0 Miles


FAS 94
0.16 Miles
FAS 906
1.00 Miles
FAS 786
1.00 Mi
FAS 791
1.40 Miles
FAS 885
1.78 Miles
FAS 88
1.00 Miles
FAS 904
1.55 Miles
T17S R11W R12W
T18S R11W R12W
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
BENI
URBAN AR
DESCHUTES COU
PREPARED B
OREGON STATE HIG
IN COOPERATION
U.S. DEPARTMENT O
FEDERAL HIGHWAY


GLEN VISTA RD
SOUTH RD
STATE PARK
CENTRAL OREGON COMMUNITY COLLEGE
FAS 784
FAS 3340
M.P. 8.30
MARKET ROAD
FAU 3325
WILMINGTON
AVE
IOWA
VILASBURG
TRENTON
SAGINAW
ROANOKE
QUINCY
PORTLAND
OGDEN
NEWPORT
MILWAUKEE
JACKSONVILLE
ITHACA
HARTFORD
GALVESTON
CENTURY DRIVE AVE
FAU 3340
FAU 3345
FAU 3330
FAS 579
Aqueduct
OVERTURF BUTTE
GEORGIA
COLORADO
DESCHUTES
RIVER
LOGGING ROAD
BROOKS-SCANLON
M.P. 1.78
CLEVELAND

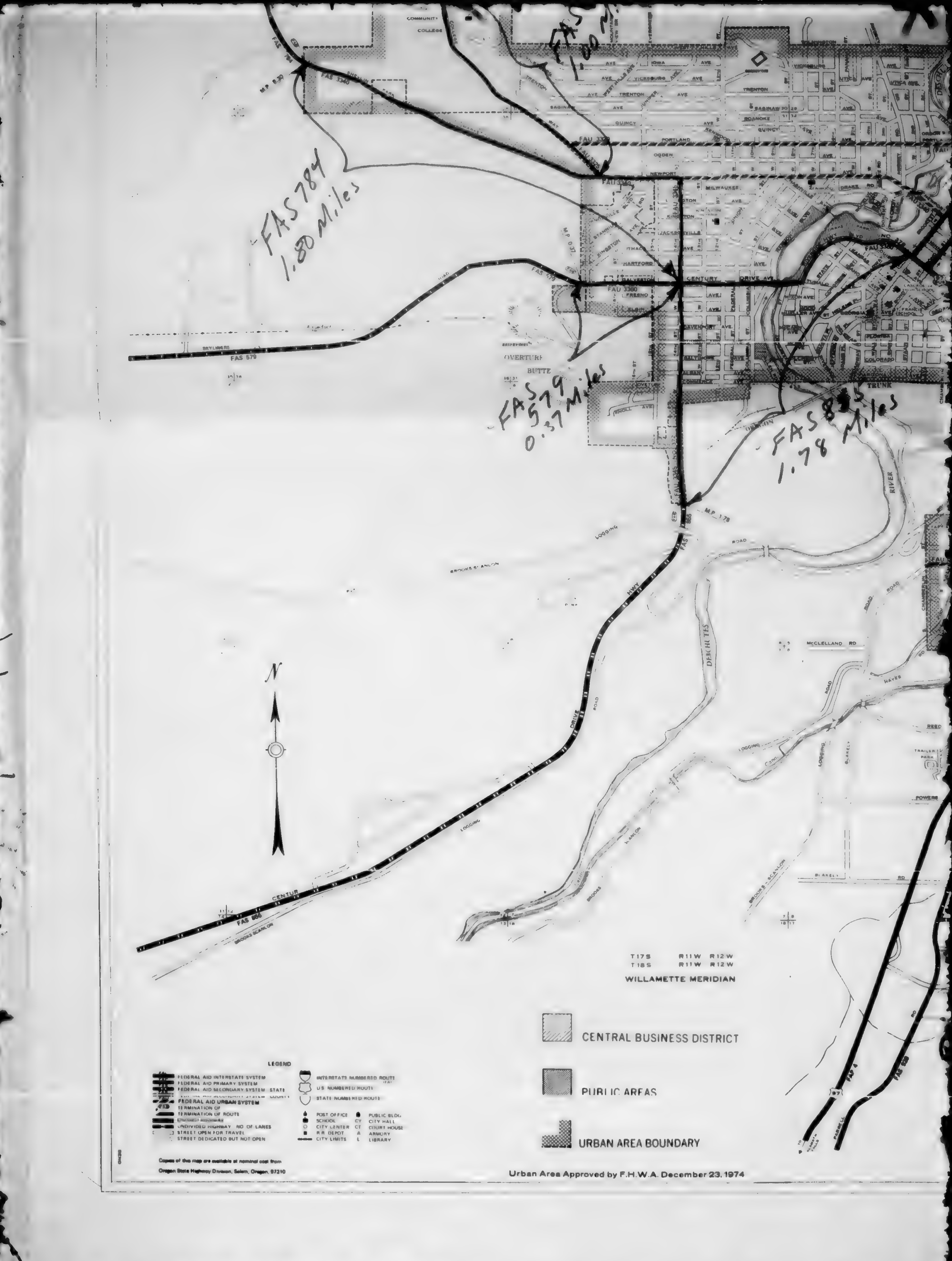
FAS 946
0.16 Miles

FAS 906
1.00 Miles

FAS 784
1.80 Miles

FAS 579
0.37 Miles

FAS 835
1.78 Miles



FAS
1.00 Mi
FAS 784
1.80 Miles
FAS 579
0.37 Miles
FAS 835
1.78 Miles
COMMUNITY COLLEGE
FAS 784
M.P. 8.32
FAS 1240
FAU 3360
FAU 3390
FAS 579
OVERTURE BUTTE
SKYLINERS
CENTURY DRIVE
DESCHUTES
RIVER
LOGGING ROAD
BROOKS SCANLON
McCLELLAND RD
HAYES
REED
TRAILER PARK
POWERS
BLAKELY RD
M.P. 1.78
FAS 836
CENTURY DRIVE HWY
FAP 4
FAS 835
TRUNK
N
T17S R11W R12W
T18S R11W R12W
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
FEDERAL AID URBAN SYSTEM
TERMINATION OF
TERMINATION OF ROUTE
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon, 97310

Urban Area Approved by F.H.W.A. December 23, 1974

BEND URBAN AREA
FEDERAL AID SECONDARY
Tabulation

FAS Route Number	Route Name of Deleted Sec.	New FAS Termini	Reduction Length Miles
891	Neff Rd.	Bend Urban Boundary E. to FAS 691	0.03
904	Reed Market Rd.	Bend Urban Boundary E. to FAS 692	1.55
906	College Way	Deleted ~~Jct. FAS 784 W. of Bend to Central Oregon College~~	1.00
923	Revere Ave. and Studio Rd.	Bend Urban Boundary N. To FAS-924 ~~The Dalles-California Highway (FAP 4) to N. Urban Boundary~~	0.84 ~~0.84~~
946	O.B. Reilly Rd	Bend Urban Boundary N. To FAS-319	0.16
		Total FAS Mileage	13.38

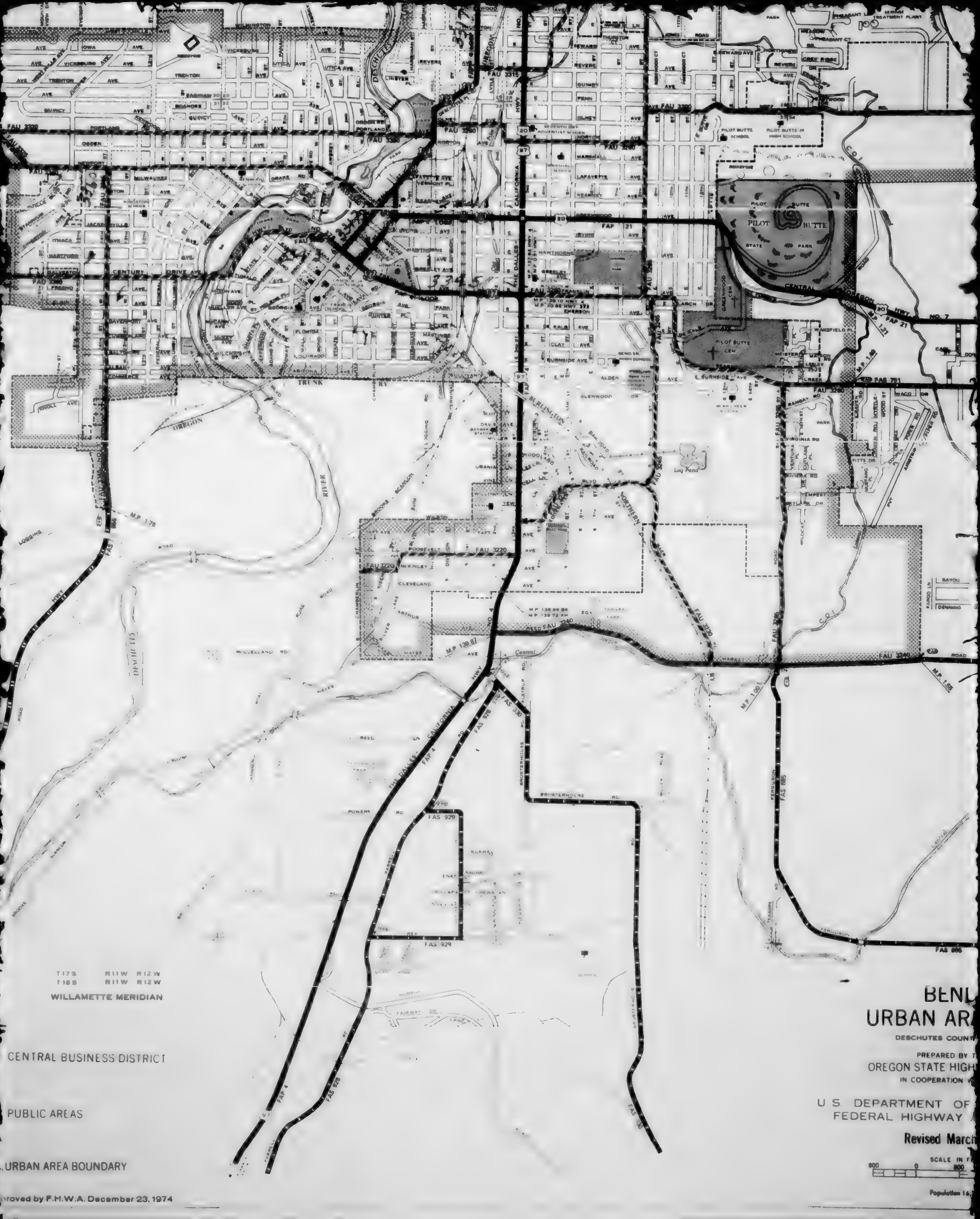
BEND URBAN AREA
FEDERAL AID SECONDARY
Tabulation

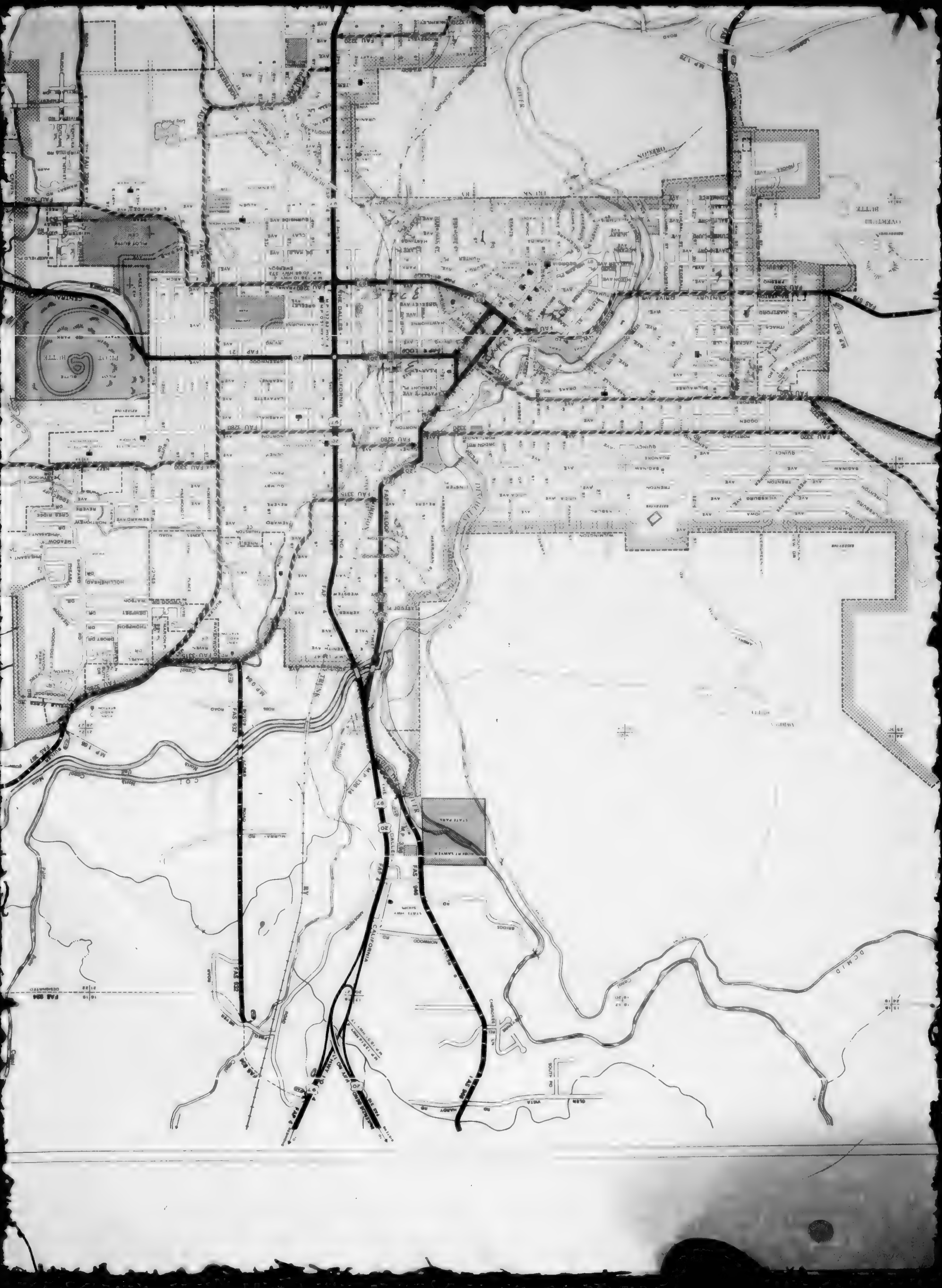
APP[illegible]

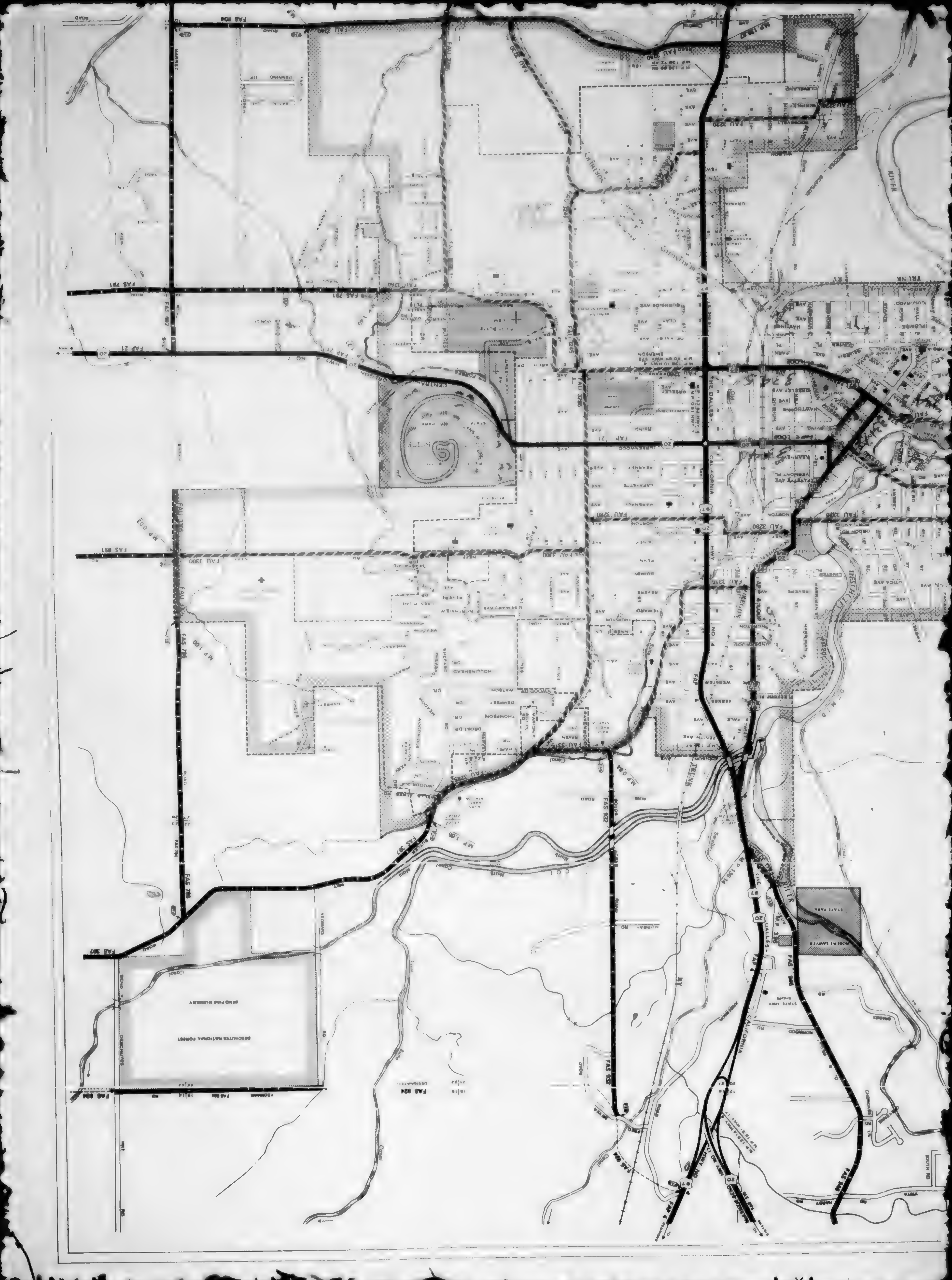
FAS Route Number	Route Name of Deleted Sec.	New FAS Termini	Reduction Length Miles
397	8th St. and Butler Market Rd.	Bend Urban Boundary to FAS 398 E. of Bend	1 65
579	Galveston Ave.	Bend Urban Boundary to a road connection W. of Bend	0 37
784	Skyline Park Rd., Newport Ave. and 14th St.	Jct. FAS 319 at Tumalo to Bend Urban Boundary	1 80
786	Neff Ave. and Denser Rd.	Bend Urban Boundary to FAS 397 N. of Bend	1 80
791	Franklin Ave., E. 10th St. and Bear Creek Rd.	Jct. FAS 788 E. of Bend to Bend Urban Boundary	1 40
855	Century Drive Hwy.	Bend Urban Boundary to N. entrance Crater Lake National Park	1 78
885	Ferguson Rd. E. and 15th St.	Bend Urban Boundary SE. to FAS 692	1 00

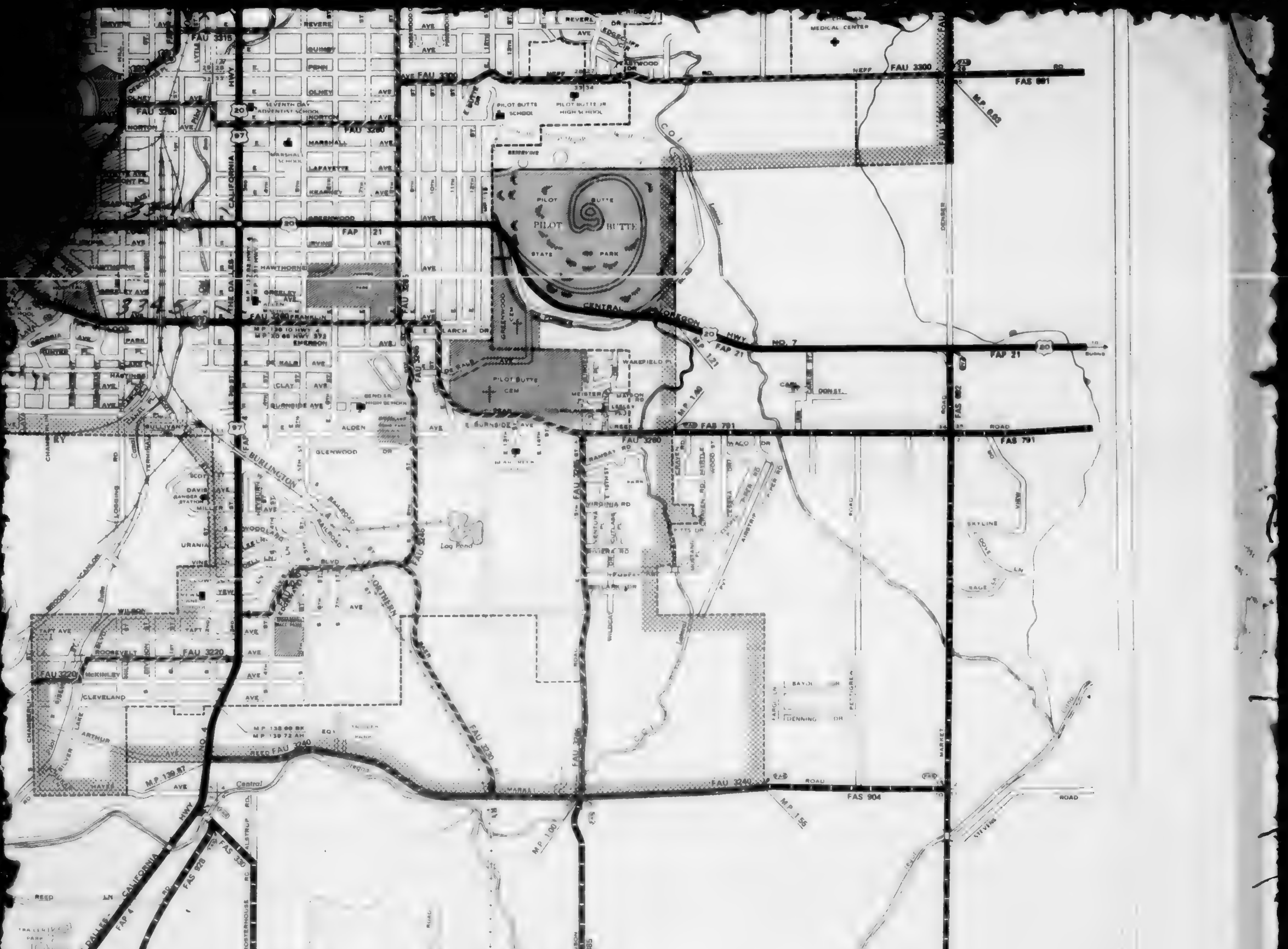
September 1975

State


BENL
URBAN AR
DESCHUTES COUN
PREPARED BY T
OREGON STATE HIGH
IN COOPERATION W
U S. DEPARTMENT OF
FEDERAL HIGHWAY
Revised March
SCALE IN F
800
0
800
Population 16,
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
proved by F.H.W.A. December 23, 1974
T17S R11W R12W
T18S R11W R12W
WILLAMETTE MERIDIAN
PILOT BUTTE
STATE PARK
PILOT BUTTE CEM
GREENWOOD CEM
DESCHUTES
RIVER
OREGON
TRUNK
RY
BURLINGTON
Log Pond
FAU 3240
FAU 3220
FAU 3260
FAU 3280
FAU 3315
FAU 3290
FAU 3230
FAU 731
FAP 4
FAP 21
FAS 928
FAS 929
FAS 330
FAS 885
M.P. 139.97
M.P. 1.00
M.P. 1.78
M.P. 1.82
M.P. 1.21
NO. 4
NO. 7
THE DALLES - CALIFORNIA HWY
CENTRAL OREGON HWY
97
20
POWERS RD
BROSTERHOUSE RD
PLEASANT L SEWAGE TREATMENT PLANT
PILOT BUTTE JR HIGH SCHOOL
BEND SR HIGH SCHOOL
ADVENTIST SCHOOL


FAU 3280
FAU 3300
FAU 3320
FAU 3315
FAP 4
FAP 21
FAS 932
FAS 946
FAS 934
CALIFORNIA
THE DALLES
PILOT BUTTE
STATE PARK
RIVER
MP 138
Log Pond
OVERTURF BUTTE
NORTH
Canal
DCMID
GREENWOOD
NORTON
QUINCY
TRENTON
SAGINAW
WILMINGTON
ROANOKE


FAS 904
FAS 791
FAP 21
FAU 1300
FAS 891
FAS 786
FAS 387
FAS 932
FAU 3280
FAU 3315
FAP 4
FAS 849
THE DALLES
CALIFORNIA
GREENWOOD
CENTRAL OREGON
HOLLINSHEAD
DESCHUTES NATIONAL FOREST
BEND PINE NURSERY
STATE PARK
ROBERT SAWYER
RIVER
Canal
MP 100
MP 185
RAVENWOOD
YEOMANS
ROAD


PILOT BUTTE
STATE PARK
PILOT BUTTE CEM
GREENWOOD CEM
Log Pond
MEDICAL CENTER
PILOT BUTTE JR HIGH SCHOOL
SEVENTH DAY ADVENTIST SCHOOL
MARSHALL SCHOOL
BEND SR HIGH SCHOOL
FAU 3300
FAS 881
FAU 3280
FAP 21
FAP 4
FAU 3260
FAS 791
FAU 3220
FAU 3240
FAS 904
FAS 885
FAS 882
FAS 928
FAS 330
FAS 929
FAU 3315
BURLINGTON
CALIFORNIA
THE DALLES
HWY
OREGON HWY NO. 7
CENTRAL
GREENWOOD
NEFF
OLNEY
NORTON
MARSHALL
LAFAYETTE
KEARNEY
HAWTHORNE
FRANKLIN
EMERSON
GREELEY
LARCH
CLAY
BURNSIDE AVE
ALDEN
GLENWOOD
WAKEFIELD
DONST
VIRGINIA RD
AIRSTRIP
MARKET
DENSER
SKYLINE
SAGE
BAYOU
PETTIGREA
DENNING
ROOSEVELT
McKINLEY
CLEVELAND
ARTHUR
TAFT AVE
WILSON
URANIA
WOODLAND
SCOTT
DAVIS AVE
RANGER STATION
BROSTERHOUSE RD
POWERS RD
REED LN
SLAHAL
SAGHALIE
ENATAI
WILLAPA
CHEWAUCAN
SHAHALA
RD
AVE
ST
20
97

BEND
URBAN AREA MAP

DESCHUTES COUNTY OREGON

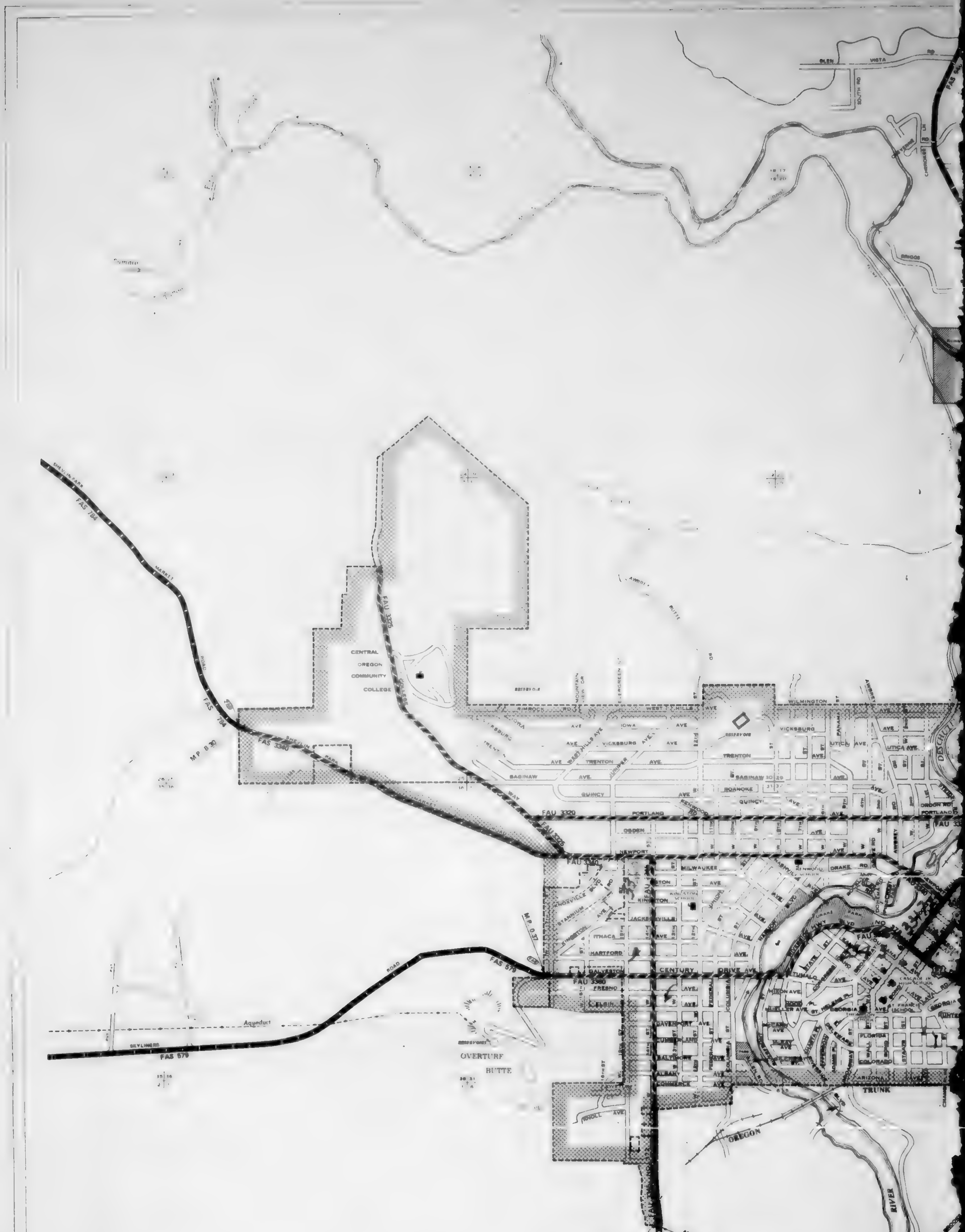
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

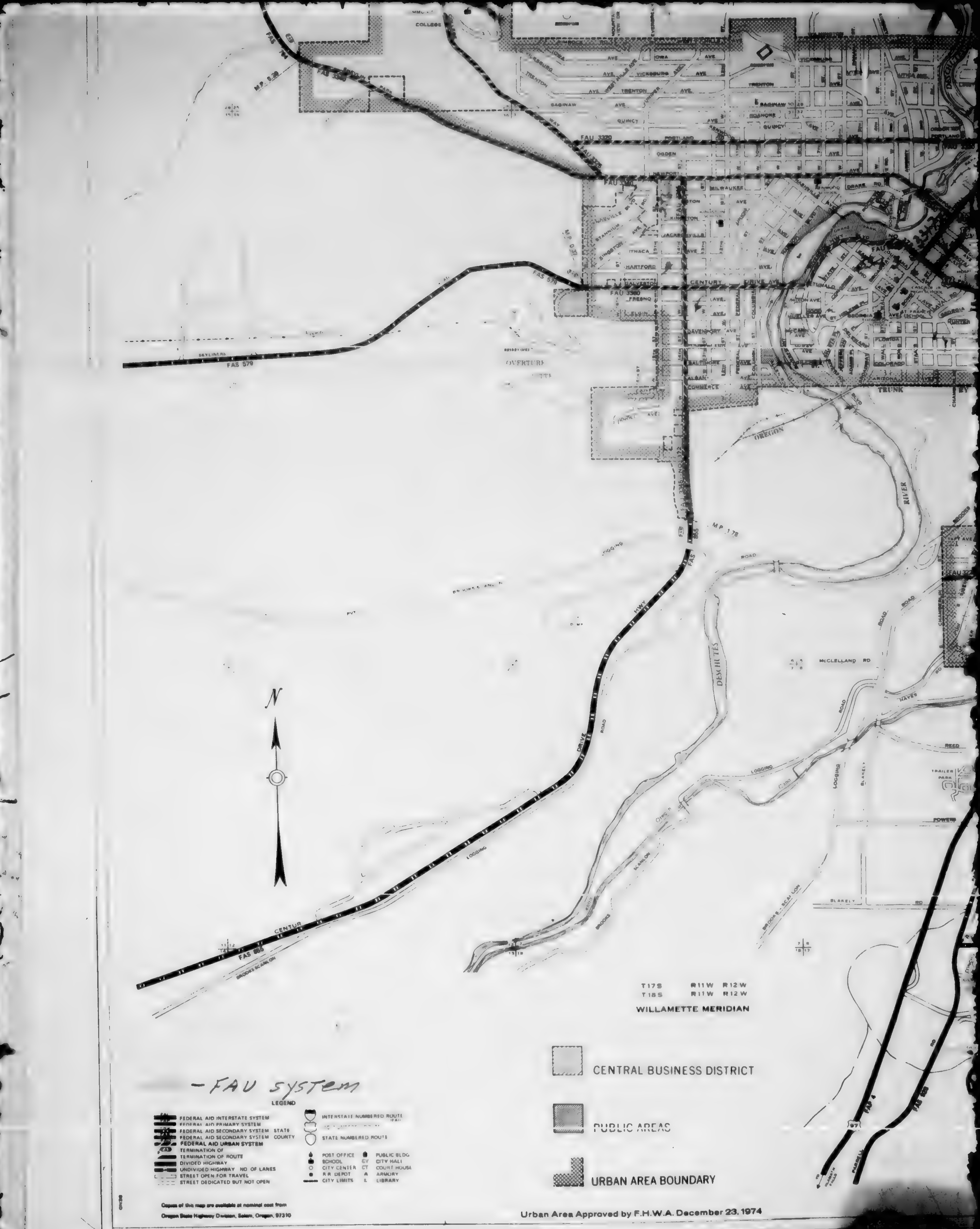
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

SCALE IN FEET
800 0 800 1600 2400

Population 16 200


GLEN VISTA RD
SOUTH RD
CHEROKEE RD
BRIGGS
FAS 784
MARKET
FAU 3320
CENTRAL OREGON COMMUNITY COLLEGE
MOUNTAIN VIEW DR
EVERGREEN
WILMINGTON
RIMROCK RD
WEST HILLS AVE
IOWA AVE
VICKSBURG AVE
TRENTON AVE
SAGINAW AVE
ROANOKE
QUINCY AVE
UTICA AVE
PORTLAND
OGDEN
NEWPORT
MILWAUKEE
DRAKE RD
FAU 3330
KNOXVILLE BLVD
KINGSTON
JACKSONVILLE
STANNIUM
ITHACA
HARTFORD
CENTURY DRIVE AVE
M.P. 8.30
FAS 3360
M.P. 0.37
FAS 579
ROAD
FRESNO
GALVESTON
DAVENPORT
Aqueduct
SKYLINERS
OVERTURF BUTTE
FLORIDA
COLORADO
ARIZONA
TRUNK
OREGON
RIVER
DESCHUTES
HWY
M.P. 1.79
LOGGING
ROAD
BROOKS-SCANLON
PVT.
CITY DUMP


COLLEGE
IOWA AVE
VICKSBURG AVE
TRENTON AVE
SAGINAW AVE
QUINCY AVE
PORTLAND AVE
OLDEN
FAU 3320
FAU 3360
FAS 579
FAS 885
MILWAUKEE AVE
KINGSTON AVE
JACKSONVILLE
ITHACA
HARTFORD
CENTURY DRIVE AVE
FRESNO
ELGIN
DAVENPORT AVE
BALTIMORE AVE
COMMERCE AVE
SKYLINERS
OVERTURF
M.P. 178
OREGON TRUNK
RIVER
ROAD
LOGGING
HWY
DRIVE
CENTURY
BROOKS-SCANLON
DESCHUTES
McCLELLAND RD
HAYES
REED
POWERS
BLAKELY RD
TRAILER PARK
ROAD
PARRELL
FAS 885
FAU 4
97
N
T17S R11W R12W
T18S R11W R12W
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
-FAU system
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
FEDERAL AID URBAN SYSTEM
TERMINATION OF
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon, 97310
Urban Area Approved by F.H.W.A. December 23, 1974

BEND URBAN AREA
FEDERAL AID URBAN SYSTEM
Tabulation

FAU Route Number	Route Name	Termini	Length Miles
3317	N.W. Bond St., N.W. Wall St., Hill St., Deschutes Plaza and 1st St.	Franklin Ave. E. (FAU 3345) to The Dalles-California Highway (FAP-4)	1 55
3320	Portland Ave.	College Way(FAU 3325) to ~~FAP-4 Loop Rd.~~ Hill St. (FAU-3317)	1 55
3325	College Way	N. Limits Urban Area to Newport Ave. (FAU 3340)	1 28
3340	Shevelin Park Market Rd., Newport Ave. and Greenwood Ave. E.	W. Limits Urban Area to The Dalles-California Highway (FAP-4)	2 87
3345	W. 14th St., Century Drive, Riverside Blvd., and Franklin Ave. E.	The Dalles-California Highway (FAP-4) to S. Limits Urban Area	2 43
3360	Century Drive and W. 14th St.	W. Limits Urban Area to Newport Ave. (FAU 3340)	0 75
		Total FAU Miles	23 18

September

Bend URBAN AREA
FEDERAL AID URBAN SYSTEM
Tabulation

FAU Route Number	Route Name	Termini	Length Miles
3280	Olney Avenue, East 2nd Avenue and East N ~~X~~orton Avenue	Hill Street (FAU-3317) ~~(FAP-4)~~ to East 8th Street (FAU 3285)	0.83
3285	East 18th Street and Butler Market Road	Franklin Avenue (FAU 3260) to North Limits Urban Area	1.90
3300	Penn Avenue and Neff Road	East 18th Street (FAU 3285) to East Limits Urban Boundary	1.50
3305	Denser Road	South Limits Urban Area to North Limits Urban Area	0.50
3310	O.B. Reilly Road	North Limits Urban Boundary to The Dalles-California Highway (FAP-4)	0.16
3315	East Revere Street, 4th Street and Studio Road	1st. St. (FAU-3317) ~~FAP 4 Loop~~ to Butler Market Road (FAU 3285)	1.26

September 19[illegible]

Bend URBAN AREA
FEDERAL AID URBAN SYSTEM
Tabulation

FAU Route Number	Route Name	Termini	Length Miles
3220	McKinley Avenue, Silver Lake Blvd. and Roosevelt Avenue	East Limits Urban Area to The Dalles-California Highway (FAP-4)	0.61
3230	Wilson Avenue, Silvis Blvd. and Baer Road	The Dalles-California Highway (FAP-4) to Oregon Market Road (FAU 3240)	1.22
3240	Reed Market Road	The Dalles-California Highway (FAP-4) to East Limits Urban Area	1.55
3245	South 9th Street	Silvis Blvd. (FAU 3230) to Franklin Avenue (FAU 3260)	0.70
3260	Franklin Avenue, East 10th Street and Bear Creek Road	The Dalles-California Highway (FAP-4) to East Limits Urban Area	1.40
3265	Ferguson Road and East 15th Street	Oregon Market Road (FAU 3240) to Bear Creek Road (FAU 3260)	1.00

September 19

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

13

DATE: October 24, 1975

In reply refer to: 1041PR.1/711.13
X711.12
X711.15

SUBJECT: Bend, Oregon - FAU, FAP, & FAS Systems Revisions

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Rulien's memorandum of July 23 and October 17 requested changes in the Federal-aid Urban Primary, and Secondary Systems inside the urban boundary of Bend, Oregon. These revisions have been reviewed and approved as follows:

1. The revisions to FAP-4 and FAP-21 are approved as described in Mr. Rulien's July 23 memorandum.

2. The FAU System is approved as shown on the attached map recieved with Mr. Rulien's October 17 memorandum. The FAU tabulation is approved subject to the corrections shown on the attached copy.

3. The revisions to the FAS System as shown on the attached Secondary System tabulation are approved.

Please furnish six copies of the revised published map for the Bend urban area when available.

for G. L. Green

10/29/75
copies to:
Victor Wolfe
Paul Mannigan
L.E. Swan
C.W. Williams

Attachments

cc:
HHP-14 w/State 7/23 & 10/17 memo w/attachments

Varin
$

PROJECT MANAGEMENT SECTION
ACTION
INFO
ROUTING
COUNTY-CITY
FEDERAL AID
INVENTORY-INFO
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
OCT 27 1975

Ao/P

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

1905
CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

October 29, 1975

Honorable Jim Weaver
Congressman-4th District, Oregon
1723 Longworth House Office Building
Washington, D.C. 20515

Re: Federal Highway Administrative Procedures

Dear Congressman Weaver:

Thank you for sending me a carbon copy of the letter you wrote to State Representative Philip D. Lang concerning your interest in the problems that confronted our City in the use of Federal Aid to Urban Funds.

A meeting was held October 22, 1975 in Salem, with Fred Klaboe, Administrator of the State Highway Division presiding. We had representatives from the League of Oregon Cities, Association of Oregon Counties, Governor's office, Federal Highway Administrator, State Highway and Senator AuCoin's office. It was an excellent meeting and the discussion was very illuminating.

In our particular case, it was found our problems were caused by the strict interpretation by the State Highway Division of Federal Regulations rather than the regulations themselves.

Everyone in attendance agreed, however, that the myriad of categorical grants contained within the umbrella of the Federal Highway Act should be consolidated into a block grant program. The block grant program would provide the flexibility necessary to make inroads into our State and local priority problems. Many of the categorical grants are too restrictive and are expended on projects of marginal benefit.

Anything that you can do to streamline the Act to allow greater flexibility would be sincerely appreciated.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at

cc: Fred Klaboe
Carl Williams
Rep. Sam Johnson
Mayor Smith
League of Oregon Cities

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

October 29, 1975

Honorable Mark O. Hatfield
U. S. Senate
Senate Office Building
Washington, D.C. 20510

Re: Federal Highway Funds

Dear Senator Hatfield:

In the letter sent yesterday regarding our realignment project, I neglected to bring out a topic that was discussed at our meeting in Salem, October 22, 1975.

Although our problems for our particular project were attributed to the State Highway Division's interpretation of Federal Regulations, we did discuss the inflexible nature of some of the categorical programs other than Federal Aid to Urban Systems. It was pointed out that many of the categorical programs contained within the Act do not hone in on some of our priority problems. For example, a community may use funds to trim trees because this is one of the permitted uses of a particular categorical grant, but the priority problem facing the community could be to improve the road surface on their system.

The individuals in attendance endorsed the concept of block grants to the State for their use and also for distribution to counties and cities. The block grant program would provide the flexibility that would get at the root problems, rather than to proliferate the funds for projects of marginal benefit through a myriad of categorical programs.

Thank you again for your continued interest in our local problems.

Sincerely,

Arthur R Johnson

Arthur R. Johnson
City Manager

ARJ:at

cc: Fred Klaboe
Carl Williams
Rep. Sam Johnson
Mayor Roger Smith

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-18

15

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

October 29, 1975

Representative Sam Johnson
P. O. Box 356
Redmond, OR 97756

Re: Meeting concering FAU Funds

Dear Sam:

We had an excellent meeting in Salem on October 22nd. Fred Klaboe chaired the meeting and representatives were present from the League of Oregon Cities, Association of Oregon Counties, Governor's Office, Federal Highway Administration, and from Rep. AuCoin's office.

Carl Williams, Rod Smith and I represented Bend and Fred took the time to determine the cause of each problem relating to our realignment project. We discovered that all of our problems were caused by the interpretation of Federal Regulations by the State Highway Division rather than the regulations themselves. Apparently the division employe in charge of the program was overly protective of the State, so there would be no problem in getting the reimbursement from the federal government.

At any rate, we are now working with the Regional staff to enter into some agreements that will allow our City Engineer to design the project, at our City specifications and to allow the bid to be awarded by our City Commission.

We do feel, however, that the present categorical highway programs do not lend themselves to properly treating diverse local problems. Apparently there are about one hundred different categorical programs. It was pointed out by some local officials that although they are utilizing funds earmarked for safety to trim trees, their real problems are with the road surfaces. Block grants would provide the flexibility to put the dollars where the top priority problems exist.

Through your yeoman work, everyone from the Congressional delegation to the legislative leaders were made aware of our difficulty and your efforts are sincerely appreciated.

Sincerely,

Art

Arthur R. Johnson
City Manager

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
FOR
Info | Inves | [illegible] | D/R | Sign | [illegible]

ARJ:at
cc: Fred Klaboe
Carl Williams
Mayor Roger Smith

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-11

Bend, Oregon, 97701
October 30, 1975

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Project Agreement
Lafayette Avenue-Newport Avenue
Bend

TO: L. W. Rulien
Project Management Engineer

One of the results of the meeting that you attended at the office of Local Government Relations on October 22 is that the Project Agreement for the Lafayette Avenue-Newport Avenue (Bend) project will have to be rewritten. Some of the project responsibilities have been tentatively assigned, while others have not and need to be clarified. Following is our (Region IV's and the City of Bend's) understanding of assigned responsibilities.

City	State
1) Final P.S.&E. (City must become certified)	1) Project liaison
2) Bid opening and contract letting.	2) Inspection
3) Contract for signal installation	3) Signal design
4) Pavement marking	4) Supply signal hardware

Other areas are open to question:

1) Who is responsible for the renovation and landscaping of the old road bed? Can this be a reimbursable part of the contract?

2) The sidewalk on the north side of Newport will be destroyed by the project. Is its replacement reimbursable?

3) What standard specifications are to be used? APWA's has been suggested by the city. (Whatever standards are selected may set a precedent for similar situations in cities throughout Oregon.)

Once the above questions have been answered and the responsibilities satisfactorily assigned, the information must be codified into a new formal Project Agreement. We request County-City's assistance in this.

David S Fenton

DSF:pw
cc: Art Johnson
George Hopkins

Don. Unrein

RECEIVED
COUNTY & CITY SECTION
OCT 31 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ HE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

OCT 31 1975

E.-NEWPORT AVE. (BEND) SECTION

JECT NO. M-3317(1)

St.-Bond St.)--56' curbed roadway with 5 & 10

bed roadway with 10-foot sidealks.

te Ave.)--56-foot curbed roadway with 10-foot

rbed roadway section.

rbed roadway section.

project consists of the following:

ring all phases.

ting of grade, drain, high-type pavement, curbs
sary to realign and widen Newport Avenue at Wall
th Greenwood Avenue, widening of Wall Street at
cluding the realignment of Lafayette Avenue at
Wall Street, installation of a traffic signal
of N.W. Greenwood & N.W. Wall St. and channeli-
& N. W. Wall Streets.

ract for performing the construction work.

lopments, Historical and Recreational Areas:

A October 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for hearing offered and none requested.

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 letters of approval dated August 21, 1975 and July 29, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 11, 1975.

Data for PR-37:

Preliminary Engineering--Field Work	$ 5,000
P.S. & E. Preparation	1,500
Total	$ 6,500
Type Code 6201	$53,500
Type Code Y031	50,000

NOTE: This project is in Congressional District No. 2.

LAFAYETTE AVE.-NEWPORT AVE. (BEND) SECTION

PROJECT NO. M-3317(1)

Existing Facilities:

N.W. Greenwood Ave. (Wall St.-Bond St.)--56' curbed roadway with 5 & 10 foot sidewalks.

Newport Ave.--40-foot curbed roadway with 10-foot sidealks.

N.W. Wall St. (At Lafayette Ave.)--56-foot curbed roadway with 10-foot sidewalks.

Adjacent Sections:

N.W. Wall St.--56-foot curbed roadway section.

Newport Ave.--40-foot curbed roadway section.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construction consisting of grade, drain, high-type pavement, curbs and sidewalks necessary to realign and widen Newport Avenue at Wall Street to connect with Greenwood Avenue, widening of Wall Street at Lafayette Avenue including the realignment of Lafayette Avenue at the intersection of Wall Street, installation of a traffic signal at the intersection of N.W. Greenwood & N.W. Wall St. and channelization of N.W. Bond & N. W. Wall Streets.

NOTE: City may negoiate a contract for performing the construction work.

Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

System Action: Approved by FHWA October 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for none requested.

(b) Location/Design--Not a factor in this project.

IM 50-1-70 Requirements: State Clearinghouse Clearinghouse A-95 letters of approva 1975 and July 29, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action pr by FHWA on June 11, 1975.

Data for PR-37:

Preliminary Engineering--Field Work
P.S. & E. Preparation
Total

Type Code 6201
Type Code Y031

NOTE: This project is in Congressional Dist

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 31, 1975

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, Greenwood Ave. & Wall St.(Bend)		7,500	13,500	95	10	Oregon	41	W32	54

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
Pave., Signal								M-	3317	(1)	

System	COUNTY NAME: Deschutes	CODE 017
	ROUTE NO. U · FEDERAL-AID 3317 · STATE City St. · U.S. ---	PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City St., Greenwood Ave. & Wall St.(Bend)	0.15	6,500	5,070	715	715(City)	P.E. all phases; gr., dr., H.T. pave. curbs, sidewalks & install traffic signals.
							(City may negotiate a contract for construction work)
T	"Lafayette Ave.-Newport Ave. (Bend) Section"	0.15	103,500	80,730	11,385	11,385 (City)	ROW-80' normal; Access control-none; Parking Restrictions-complete.
L	PROJECT TOTALS	0.15	110,000	85,800	12,100	12,100 (City)	

ATES

REMARKS

- Over-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; App

U.S. DE

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PROGRAM DATA** (PPM 21-1)	
DATE SUBMITTED TO W. O.	October 31, 1975		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Greenwood Ave. & Wall St.(Bend) 21 65				**ADT**	PRESENT 7,500	FUTURE 13,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. Pave., Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 28	NUMBER 3317 7		
CARD	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME Deschutes				CODE 017 (14)	
	NAME OF URBAN AREA Bend 17-31						ROUTE NO. U	FEDERAL - AID 3317 (32)	STATE City St. (36)	U.S. (37) --- (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City St., Greenwood Ave. & Wall St.(Bend)	0.15	6,500	5,070	715	715(City)
5					**ROW**							
5					**CONST** (CODE) Topics		"Lafayette Ave.-Newport Ave. (Bend) Section"	0.15	103,500	80,730	11,385	11,385 (City)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.15	110,000	85,800	12,100	12,100 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

13

PRO 6-2

October 31, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3317(1)

We are submitting program data for one project Item No. 54, Project No. M-3317(1), "Lafayette Avenue-Newport Avenue (Bend) Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officals and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E approval at an estimated cost of $6,500 with Federal funds of $5,070.

Copies of State Clearinghouse and District 10 Clearinghouse A-95 review letters of approval were previously submitted.

Enclosure

CL:md

cc: C. M. Williams (Region 4)

~~PRO 6-2~~

October 31, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 Executive memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Urban System project:

Item No.	Project No.	Section Name & PMRS No.
54	M-3317(1)	Lafayette Ave.-Newport Ave. (Bend) Section #7607-2-660

CL:md

Enclosure

cc: D. E. Swan
J. L. Gaither

C & A 5339 6-18-75
C & A 5615 4-5-76

Folders contain
8419
8420
8421
8422
8418

8418 Lafayette Ave.-Newport Ave. 1976
(Bend) Sec.
(Excavation) #1

The division of responsibility between state and city contained in Mr. Fenton's letter needs to be amplified. I presume that the intent is for the city to undertake all of the preliminary engineering, preparation of plans, specifications and estimate, and all of the work associated with advertising, opening bids and awarding of contracts, with the exception of the design of the signal, and that you are going to handle the construction engineering, supply the signal hardware, and that the city will do the necessary striping. There may be other activities necessary to carry out this project that have not been mentioned. I would suggest, in the interest of saving time and confusion, that you rough out the necessary points to be covered in an agreement that are consistent with the way you wish the job handled and submit the draft to us. We will be happy to put it into final form.

LWR:ljt

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. E. George
D. S. Fenton

SALEM, OREGON
November 4, 1975

L. W. Rulien
Project Management Engineer

Lafayette Avenue-Newport Avenue
City of Bend

Carl M. Williams
Region 4 Engineer
BEND

It has been pointed out in previous correspondence from the City of Bend and again brought out by the city's mayor and city manager in our meeting of October 22, that federal aid requirements and procedures should be administered in a fashion that is the most responsive to the desires of the local governmental entities, and most responsive to the needs of a given local situation. The city has also pointed out and I quote, "...lack of assigned responsibility to the regional highway office in the area of Federal Aid Urban projects." and "...although we have competent staff in the field to work with cities requesting Federal Aid Urban funds, and other projects, the power to respond to our needs is withheld in Salem."

We wish to be responsive to the concerns expressed by the City of Bend and so we will look to you to represent the State's interest and legitimate concerns in arriving at the specific appropriate way to handle the Lafayette Avenue-Newport Avenue Project.

I have a letter dated October 30 from Dave Fenton asking three questions:

1. Who is responsible for the renovation and landscaping of the old road bed? Can this be a reimbursable part of the contract?

   Obliteration of old roads is eligible for federal participation. Landscaping, if appropriate and necessary for a project, is eligible for federal participation. It appears that you should determine what makes good sense for this particular project. The "ground rules" are no different for this job than any other federal aid job.

2. The sidewalk on the north side of Newport will be destroyed by the project. Is its replacement reimbursable?

   Yes. Sidewalks are a legitimate construction item.

3. What standard specifications are to be used?

   Standard Specifications For Highway Construction, Oregon 1974. These standard specifications may be supplemented by supplemental standard specifications and special provisions as appropriate to fill the needs of any given specific project.

Domreis

True or false--tougher on highway project or on sewer project.

- workshops
- adding air quality
- Environmental Impact Area--need help from state--air quality and noise.

Kerr Road - air and noise--check on status.

FHWA - needs to continue this meeting--committee, Ad Hoc Level, etc., etc.

Mr. Davis
Newport

Cannot have a program to fit urban and rural areas--can't have a category program--need revenue sharing program--*surveying too much*.

OSHD personnel think like I-5 and I-80--not applicable to city streets and county roads.

Too much survey crew, soil testing, etc.

Too much engineering, period.

Klaboe

OSHD has same problems with category grants--too much money in other areas (i.e., Interstate).

McIntyre:

Not talking about Si Cox, talking about How the system works.

McIntyre:

Too many sections involved processing an application--bring steps down to 2 or 3 from 19.

Rulien:

$200 not role for Federal Aid, Regions are doing the job, and should be doing it--McIntyre *should* call Fred, Rulien, etc.

McIntyre:

Two sets of forms--one for Title 23, one for Title II.

Projects go to Region Federal Aid Engineers, but which does Don Harwell do? Old system worked good, but the new adjustments are NOT working.

Cusack:

Title II jobs--a finding in the public interest has been made to force account this work.

Smith:

What regs are causing trouble?

Klaboe

We need to examine state regs and iron those out.

Rulien:

It's been our policy to sit with counties and cities on a new Federal program to hammer out a new broad-brush policy for that program.

Mr. Green
FHWA

Are FHWA regs worse than other federal agencies.

McIntyre:

Federal highway programs are not geared to meeting local programs.

- 3 months to execute sewer project.
- 2 years to execute signal project.

Point by McIntyre: Regional expertise looks good but does only add another layer of government.

McIntyre:

People need to be drug out of basement and sit on a public hearing.

- also, regulations change when the heats on.

McIntyre:

Work up state personnel then FHWA caves in.

McIntyre:

OSHD process not helped by Regional Authority.

Major decisions.

develop certification process.

Keep the guy home that wants 2 feet of base rock for a city street.

Cusack:

Not relaxing standards for new construction, but are allowing for new things like overlay, and relaxing geometrics.

McIntyre:

Need to balance finance with engineering design standards.

Linwood Avenue-OSHD told Clackamas County that we need 23" of base rock (McIntyre -- level and overlay with 2").

Klaboe

Need close review of OSHD specifications and standards.

Mr. Smith
Mayor of Bend

More authority for Regional Engineer so he can decide on local level about local jobs.

Johnson:

Our engineer has to be qualified, found out work wasn't good after had done it.

Why can't a city engineer design streets--if he's registered that should be good.

Rulien-Cusack:

FHWA doesn't need to certify.

Johnson:

What about force account work?

Title 23 says work should be done by competitive bidding unless a finding in the public interest indicates otherwise.

Klaboe

We have signals on stockpile (very few) but can loan on special occassion.

Takes one year to order signal.

develop certification process.

Keep the guy home that wants 2 feet of base rock for a city street.

Cusack:

Not relaxing standards for new construction, but are allowing for new things like overlay, and relaxing geometrics.

McIntyre:

Need to balance finance with engineering design standards.

Linwood Avenue-OSHD told Clackamas County that we need 23" of base rock (McIntyre -- level and overlay with 2").

Klaboe

Need close review of OSHD specifications and standards.

Mr. Smith
Mayor of Bend

More authority for Regional Engineer so he can decide on local level about local jobs.

Johnson:

Our engineer has to be qualified, found out work wasn't good after had done it.

Why can't a city engineer design streets--if he's registered that should be good.

Rulien-Cusack:

FHWA doesn't need to certify.

Johnson:

What about force account work?

Title 23 says work should be done by competitive bidding unless a finding in the public interest indicates otherwise.

Klaboe

We have signals on stockpile (very few) but can loan on special occassion.

Takes one year to order signal.

Mr. Johnson
Bend City Manager

-- Define where are problems

-- Can't tell what regulations are the problem

Found that a simple project is not indeed simple--minor project, major snags in processing.

Problems with FAU:

1. In trying to do a local project, why according to State specs?
2. Not number of contractors in Bend, so why should state award bids--split jobs into smaller pieces, allow more and smaller contractors part of action.

Rulien Response:

First -- it can be done

Second -- has to be done according to the regs--then city of Bend would have to gear up to do.

Bend Response:

City is familiar with most regulations, can do with assistance from Regional Engineers OSHD office.

Mr. Domreis
Multnomah Co.

Multnomah County does most work, then forwards to OSHD--don't know about though.

Klaboe

Why follow state specs--Multnomah County does--FHWA monitors and approves specs.

Couldn't we say in special provisions that we're going to relax state specs in certain areas for a small job.

Mr. McIntyre
Clackamas Co.

Disagree with Rulien--cities and counties work with other Federal programs--they handle those, so can handle this--but do need to

4. Design approval.
5. PS & E
6. Contract awards.
7. Accept jobs.

Under secondary and off system road programs, FHWA delegates to state most of the approval processes.

Need to develop flexibility and hear problems.

Mr. Rulien
State Highway

Amplify Vern's comments re:

-- State monitoring complians with regulations

-- Service role as able to help local entities

-- Financial--bankroll the programs, spend the money and then seek reimbursement from FHWA.

Discussion of Problems

Mr. Carlson
L.O.C.

Problems of FAU program:

1. Federal-Aid Highway Program is ready for development into "block-grant" program.
2. Most problems are not ~~[illegible]~~ soluable at local level alone, final analysis requires congressional action, for more local control.
    a. "Grant" to local.
    b. "Grant" to state, then disperse.
3. Maybe today only smooth out mechanics of process.

October 22, 1975

MEETING WITH AOC, LOC, FHWA AND OSHD TO DISCUSS PROBLEMS IN FEDERAL-AID HIGHWAY PROGRAM

Introductions

Mr. Klaboe
State Highway

Introduction of:

New Federal Programs

No Topics

Urban System Program

Safety Program

1974 - Off System Highway Program

Concerned about not getting jobs underway: 2 areas--urban system; safety.

Why? Too many procedures, red tape, responsible for Federal laws & regulations.

Mr. Cusack
FHWA

Title 23 - U.S.C. is basic code

New Highway Acts amend Title 23.

Biggest problem--too many specific programs; other laws--Civil Rights Act; NEPA: Uniform Relocation Assistance Act; Executive Orders; Equal Opportunity; Davis-Bacon Act.

Most acts delegate rule-making authority to department heads--regulations are written at Washington office level.

Some programs are not responsive to local needs.

Some state laws are restricting.

All funds from Federal Highway Act go to state, then state is the one to safeguard the program.

FHWA reviews state procedures plus several specific operations:

1. Approve systems
2. Approve programs
3. Location approval

A Synopsis of the October 22, 1975 Meeting Relative to Federal Aid Programs and Local Government

The following represents an outline of the major areas discussed:

1. SPECIFICATIONS AND STANDARDS: Concern was voiced that requirements for Federal Aid projects on facilities under the jurisdiction of local authorities are too stringent. It was mentioned that the roadway widths were too wide and that required thicknesses of the base and pavement were excessive. They also indicated that small projects were "over engineered" and that specifications were too rigid.

2. CONTRACTING PROCEDURES: Some local entities want to develop their own design plans and specifications, advertise and award their own contract. They indicate that they do this on lots of other types of projects and feel they ought to be allowed to do this for Federal Aid jobs. They also would prefer to do much of the work with their own forces and/or a combination of their own forces, material purchases and contracting.

3. ADMINISTRATION: Opinions were expressed that the State should decentralize its administration of these programs to the local regional engineer and that the regional engineer should be given the necessary authority to work out the details of projects in any way best lending itself to the local situation, and agreeable to both the regional engineer and the local entities involved. A divergent opinion was expressed that the State should centralize the handling of these proejcts so that there would be less steps to go through and more "specialized" knowledge available for any given project. Regardless of centralization or decentralization all were in agreement that there were far too many steps and procedures to get through in order to build one of these projects, that too much time was involved, and that too many people were involved, the work procedures must be simplified, and that flexibility must exist so that judgment can prevail at the local level.

10/31/75

8a 18

1

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 14, 1975

The Honorable Robert W. Packwood
United States Senator
Senate Office Building
Washington, D.C. 20510

Dear Senator Packwood:

We are following up the concerns expressed by the City of Bend in City Manager Art Johnson's letter of August 27.

We conducted a meeting on October 22 and enclosed is a copy of our notice of that meeting, a copy of the minutes, and a brief synopsis of the minutes. We will continue to work to improve our own administration of these Federal-aid programs. However, the basic problems, as we see them, are outlined in the enclosed testimony that we presented to the Oregon Interim Committee on Intergovernmental Affairs on October 1, 1975. Page 3 concerns recommendations we feel need to be addressed at the Federal level if Federal-aid Highway Programs are to be successfully applied to the smaller local transportation problems.

We will be happy to supply additional information or discuss this subject further if you desire.

Very truly yours,

George M. Baldwin
Director of Transportation

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Encl.

LWR:ljt:jv

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien

-NEWPORT AVE. (BEND) SECTION

T NO. M-3317(1)

t.-Bond St.)--56' curbed roadway with 5 & 10

d roadway with 10-foot sidealks.

Ave.)--56-foot curbed roadway with 10-foot

d roadway section.

d roadway section.

ject consists of the following:

g all phases.

g of grade, drain, high-type pavement, curbs
y to realign and widen Newport Avenue at Wall
Greenwood Avenue, widening of Wall Street at
ding the realignment of Lafayette Avenue at
ll Street, installation of a traffic signal
N.W. Greenwood & N.W. Wall St. and channeli-
N. W. Wall Streets.

t for performing the construction work.

ments, Historical and Recreational Areas:

tober 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for hearing offered and none requested.

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 letters of approval dated August 21, 1975 and July 29, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 11, 1975.

Data for PR-37:

Preliminary Engineering--Field Work	$ 5,000
P.S. & E. Preparation	1,500
Total	$ 6,500
Type Code 6201	$53,500
Type Code Y031	50,000

NOTE: This project is in Congressional District No. 2.

LAFAYETTE AVE.-NEWPORT AVE. (BEND) SECTION

PROJECT NO. M-3317(1)

Existing Facilities:

N.W. Greenwood Ave. (Wall St.-Bond St.)--56' curbed roadway with 5 & 10 foot sidewalks.

Newport Ave.--40-foot curbed roadway with 10-foot sidealks.

N.W. Wall St. (At Lafayette Ave.)--56-foot curbed roadway with 10-foot sidewalks.

Adjacent Sections:

N.W. Wall St.--56-foot curbed roadway section.

Newport Ave.--40-foot curbed roadway section.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construction consisting of grade, drain, high-type pavement, curbs and sidewalks necessary to realign and widen Newport Avenue at Wall Street to connect with Greenwood Avenue, widening of Wall Street at Lafayette Avenue including the realignment of Lafayette Avenue at the intersection of Wall Street, installation of a traffic signal at the intersection of N.W. Greenwood & N.W. Wall St. and channelization of N.W. Bond & N. W. Wall Streets.

NOTE: City may negoiate a contract for performing the construction work.

Airports, Railroads, Water Developments, Historical and Recreational Areas:
None involved.

System Action: Approved by FHWA October 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity
none requested.

(b) Location/Design--Not a facto
this project.

IM 50-1-70 Requirements: State Clearin
Clearinghouse A-95 letters of ap
1975 and July 29, 1975 respectiv

FHPM 7-7-2 Requirements: Nonmajor acti
by FHWA on June 11, 1975.

Data for PR-37:

Preliminary Engineering--Field
P.S. & E. Prepar
T

Type Code 6
Type Code YO

NOTE: This project is in Congressiona

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-6-)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

October 31, 1975

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, Greenwood Ave. & Wa'l St.(Bend)		7,500	13,500	95	10	Oregon	41	W32	54

typewriter	NATL. FOREST	I'M ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
Pave., Signal								M-	3317	(1)	

System

COUNTY NAME: Deschutes
CODE: 017

ROUTE NO.: U
FEDERAL-AID: 3317
STATE: City St.
U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City St., Greenwood Ave. & Wall St.(Bend)	0.15	6,500	5,070	715	715(City)	P.E. all phases; gr., dr., H.T. pave. curbs, sidewalks & install traffic signals.
							(City may negotiate a contract for construction work)
	"Lafayette Ave.-Newport Ave. (Bend) Section"	0.15	103,500	80,730	11,385	11,385 (City)	ROW-80' normal; Access control-none; Parking Restrictions-complete.
GL	PROJECT TOTALS	0.15	110,000	85,800	12,100	12,100 (City)	

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RATES

REMARKS

VISION

- Over-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 31, 1975

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Greenwood Ave. & Wall St.(Bend) 21 65	ADT	PRESENT 7,500	FUTURE 13,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. Pave., Signal 28 62	NATL. FOREST (63) (66)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 3317 7	CO 017 (14

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Deschutes			
	NAME OF URBAN AREA Bend 17-31	ROUTE NO. U	FEDERAL-AID 3317 (82)	STATE City St. (96)	U.S. (97) ---	

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5												
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		City St., Greenwood Ave. & Wall St.(Bend)	0.15	6,500	5,070	715	715(City)
5					ROW							
5					CONST (CODE) Topics		"Lafayette Ave.-Newport Ave. (Bend) Section"	0.15	103,500	80,730	11,385	11,385 (City

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.15	110,000	85,800	12,100	12,100 (City
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

NOV 20 1975
FHWA OREGON DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-20-75

BY (Signature): L.W. Rulien's October 31, 1975letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

~~STAGE~~ ITEM NOS. 54 THRU ____

~~STAGE~~ ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS
54	M-3317(1)	0.15	110,000	85,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Lafayette Ave.-Newport Ave. (Bend) Section Deschutes County State of Oregon	Preliminary Engineering, Grade, Drain, High Type Pavement and Signal.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-20-75	J C K Burghardt G. L. Green, Division Administrator

**

* Program approval ~~and any~~ [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Trans - Bend

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3317(1)

STATE PROJECT NO. Lafayette Ave. - Newport Ave. (Bend) Section

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
11-20-75

PROGRAM NO.

ITEM NO. M-54

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE November 20, 1975	FEDERAL ROUTE NUMBER FAU Route 3317 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City Street - Greenwood Ave. and Wall Street (Bend)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $6,500 - federal funds $5,070.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 20, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 31, 1975 letter you are authorized to proceed with the work as shown above.

DATE 11-20-75	SIGNATURE OF APPROVING OFFICIAL C R Burghardt for	TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8) Until such time as City has adopted a utility policy acceptable to the Federal Highway Administration, City shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the project, or existing utilities retained within the rights-of-way of the project. The concurrence shall be obtained from Region IV Engineer, The Dalles-California Highway North, Bend 97701, telephone 382-1911.

9) City shall submit to State billings of eligible reimbursable utility relocation expenses incurred, for periods of not less than two months' duration, based on actual expenses to date. All City records and billings shall conform to PPM 30-4.

10) City shall submit a program to the State, who shall in turn submit it to the Federal Highway Administration, for approval of all phases of construction for the project. The program shall include all contracts, construction engineering and supervision, and other work necessary to complete the physical construction of the project. Construction standards shall conform to *Standard Specifications for Public Works Construction,* APWA, Oregon Chapter, 1970.

11) City shall, upon approval from the State, award all contracts and supervise the construction of the project.

12) State shall review the opening of bids; approve contract awarding; design the signal for the Greenwood/Newport-Wall intersection; supply the signal hardware to the City for installation; and accomplish pavement marking on the completed project.

13) City shall, at its sole cost, prepare the necessary preliminary environmental impact statements for the project and any public hearings required in conformance to federal statutes, regulations, and the Oregon Action Plan.

Standard provisions regarding shares of costs, subsequent maintenance responsibilities, payment of possible claims, project cancellation, et cetera, should be included in the final agreement.

The City of Bend normally pays ongoing city-funded projects by short-term commercial loans. It is our understanding that the interest costs associated with commercial loans are not eligible for federal participation. The City would therefore like to explore alternative ways of making interim payments to contractors. We would suggest that the City submit progress billings to the Region, which, after review and approval, would submit these to the Finance Section for payment.

We request that you put the above into final form, as offered in your letter of November 4.

DSF:pw
cc: Art Johnson
Jack Donahue
George Hopkins

Bend
FAUS

RECEIVED
COUNTY & CITY SECTION
DEC 15 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

FILE: LOC 309-1950

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
December 2, 1975

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Lafayette Ave.-Newport Avenue
Draft Urban System Project
Agreement
City of Bend

Discussions between Region IV staff and the City of Bend have enabled us to arrive at some semblance of a division of responsibilities for this project. These responsibilities are outlined below.

1) City shall perform all preliminary engineering necessary to prepare base design, final environmental impact statements, all plans and specifications, determine right-of-way limits, and advertise the project for contract bids. Engineering specifications will conform to Standard Specifications for Public Works Construction, American Public Works Association, Oregon Chapter, 1970.

2) City shall submit project plans to State for their review and approval prior to advertising the project for contract bids.

3) City shall submit a program to the State, who shall in turn submit it to the Federal Highway Administration, for approval of any project utility relocations that are eligible, under Federal Highway Administration Policy and Procedure Memorandum 30-4, for federal participation.

4) State shall reimburse City for actual costs incurred by City in relocating or extending any utility conduits, lines, poles, mains, pipes, and such other facilities located within the project which are eligible for federal participation.

5) City shall relocate or cause to be relocated all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform with the project. Only those utility relocations which are eligible for federal participation under PPM 30-4 shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

6) City shall, five weeks prior to the bid opening, furnish State with an estimate of the cost of eligible reimbursable utility relocations.

7) City shall certify to state, five weeks prior to bid opening, that the occupancy and/or adjustment of existing utilities within the right-of-way of the project have been authorized by permit, franchise, or other approved procedures.

DEC 3 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
January 6, 1976

FILE: LOC 17

FROM: Carl M. Williams
Regional Engineer
Carl M Williams

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Urban System Project Agreement
Lafayette Ave-Newport Avenue
Wall Street, City of Bend
FAU 3317

Review of the proposed project agreement by Region IV staff has indicated that the agreement is acceptable. The City of Bend has one major reservation, however, on the subject of standards. They have proposed that APWA standards be used (as reflected in Standard Specifications for Public Works Construction, APWA, Oregon Chapter, 1970). Other city streets are built to APWA standards, and the City knows that the more stringent OSHD standards are not required by FHWA.

There is no intent to attempt to establish a different set of standards for each and every job initiated by a local jurisdiction. The intent is to establish a statewide set of standards, less stringent than OSHD standards in some respects. Then, local jurisdictions may choose to follow if they wish. Special Provisions will be added as necessary. The traffic signal design will continue to be to OSHD standards.

We are inquiring, on behalf of the City of Bend, if APWA standards cannot be utilized on a statewide basis for some FAU and FAS-C projects. We feel that another set of standards could make OSHD much more responsive to the needs of local jurisdictions and, with proper monitoring, would not provide a serious threat to construction quality.

CMW:mr

cc: F. B. Klaboe
Art Johnson
D.N. Harwell 1-7-76

FBK agrees we will make
optional use of [illegible]
with special provisions as legality
& current practices
permit.

AJR Done

RECEIVED
COUNTY & CITY SECTION
JAN 13 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY CITY JAN - 7 1976		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

Faus
Bend

RE IVED
STATE HWY ENGR
FEB 4 '76
REFER TO
FOR

NOTED
E. S. HUNTER

MEMO TO FILES - January 30, 1976

BY: D. N. Harwell
County-City Engineer
Project Management Section

RE: City of Bend
FAUS Project

On January 14, I met with the following people in regard to the Wall Street-Greenwood/Newport Avenue, FAUS project: Mr. Art Johnson, City Manager; Mr. Dave Fenton, Region 4 Environmentalist and Federal Aid Engineer; and Mr. Jack Donahue, Public Works Director. The agreement as submitted to the City of Bend has been revised to delete the request for 11% advance deposit by the city relative to preliminary engineering, as this will be accomplished by the City of Bend.

Also, there should be a revision regarding coordination of traffic signal work by the city with that of the contractor, and optional use of APWA specifications of 1970 or the 1974 Oregon State Highway Division specifications.

These can and should be modified with special provision to compensate for legal concern or problems and/or be consistent with the latest engineering practices used in the State of Oregon on city/county/state/ and/or federal projects. The city indicated that they would like to award the contract. They have absolutely no qualms relative to the State Highway Division signing the contract with the successful bidder, but they would definitely like to have the final award. They currently propose to let the project out in three contracts; namely, grade and base (one contract); paving (one contract); and curbs and sidewalks (one contract). These can all be done concurrently, one with the other, as this is an ongoing practice within the city. As of the writing of this memo, the agreement has been revised and submitted to various concerned and interested parties; namely Legal, Finance, Traffic, Region 4, Administration, Project Management and FHWA, for review prior to final submission to the City of Bend for execution and return for consideration to the Transportation Commission. The reason for this wide solicitation of a draft agreement is that there are certain modifications and stipulations which are not currently being used or practiced by the State Highway Division, and this is perhaps a precedent, or at least a trial project consistent with meetings held in the latter part of October between the LOC, AOC, OSHD, FHWA and various political appointees who are interested in the operation, programs, constraints, and so forth, administered by the State Highway Division.

DNH:dp

cc: L. W. Rulien
Region 4
FHWA

PROJECT MANAGEMENT
JAN 30 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See me

2. Allow the State Highway Engineer to sign off on bids awarded by the governing body.

3. Provide that we can separate our bidding into three categories (paving, concrete work and excavation). In areas like Bend we have only one general contractor, but have many small specialized contractors. The separation of bids provides for more competitive bidding. It does not exclude the small specialized contractor or the general contractor.

4. Progress payments to be made by the State rather than requiring the City to furnish interim financing of the project.

The results of our discussion will be conveyed back to the State and Federal Highway officials and we are hopeful of resolving the issues in the near future. I will keep you informed of our progress in consumating an agreement.

In summary, we are making progress and I am pleased with the attitude of Mr. Fred Klaboe, the State Highway Engineer. It has taken some time but our agreement will establish a precedent and they are exercising considerable care. We will, however, be pusing to get the matter resolved as quickly as possible so we can start the work in early spring.

Thank you again for your assistance.

Respectfully yours,

Arthur R. Johnson

Arthur R. Johnson
City Manager

ARJ:at

cc: Rep. Sam Johnson
Fred Klaboe
Carl Williams
Dave Fenton
Don Harwell
Michael Hollern
John Donahue

8418

15

CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

February 2, 1976

FEB 3 '76
REFER TO
Rulem
FOR

2-9

Honorable Philip D. Lang, Speaker
Oregon House of Representatives
State Capitol Building
Salem, OR 97310

Re: Procedures re: Federal Aid-Urban Projects

NOTED
E. S. HUNTER

Dear Representative Lang:

I received a letter from Representative Sam Johnson with your letter and related correspondence attached to it. I certainly appreciate your continued interest in our quest to streamline and simplify the procedures relating to Federal Aid-Urban projects.

As Mr. Tiemann, Federal Highway Administrator, stated in his letter, we had a meeting in Salem, October 22nd to discuss the problems of processing FAU projects. Our specific interest related to the realignment project of Newport and Greenwood Streets in downtown Bend. The meeting was productive and there was a fine exchange of information between the various governmental agencies.

Since the meeting, I have conferred with representatives from our Regional State Highway Office and a draft agreement was made and returned to me. The draft agreement allowed the Bend City Commission to award the bid and also provided that the installation of the signal can be accomplished jointly by the City and State. The State will design it and the City will install the poles, bases, mastarms, and let the contract for necessary electrical work. Another major concession was to let our City Engineer design the street after complying with a qualification requirement.

After I reviewed the draft agreement, Mr. Don Harwell, City-County Relations, Oregon State Highway Division, called at my office. I stated the draft did not give the City the right to use APWA standards rather than State Highway specifications and this was a major problem from a cost standpoint. Mr. Harwell indicated this problem was currently under review.

We also discussed the following miscellaneous mechanical problems:

1. Change the requirement that a City has to pay in advance a percentage of the project. We will be accomplishing our share through in-kind services (i.e. engineering and erection of equipment for the signal).

ESH
[illegible] file

NOTED
F. B. KLABO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1976

TO: Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: L. W. Rullen
Project Management Engineer

RE: Urban System Project Agreement Draft
Lafayette Ave.-Newport Ave. Section
Wall Street, FAUS 3317
City of Bend

Herewith for your consideration is a suggested draft of an agreement covering preliminary and construction engineering, right-of-way acquisition, utility adjustment, construction, and future maintenance along subject section.

The city has requested that they be allowed to use "Standard Specifications for Public Works Construction", APWA, Oregon Chapter, 1970 and to accomplish a portion of the project by the force account method with federal participation.

Please review the terms of the proposed agreement and advise as to its acceptability for federal aid participation.

MCH:dp

Attachment

cc: E. S. Hunter
Walt Barrie
C. W. Head
D. E. Swan

RECEIVED
STATE HWY ENGR

JAN 26 '76

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FAUS
Bend

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 6, 1976

In reply refer to:

RECEIVED
COUNTY & CITY SECTION
FEB 10 1976
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB -9 '76
REFER TO
Don/R
FOR
Info | Investigate | R/D | Action | File | Letter | Send

SUBJECT: Oregon Project M-3317(-)
Lafayette Avenue - Newport Avenue Section
Wall Street, FAUS 3317
City of Bend
Urban System Project Agreement Draft

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem OR

The draft agreement between the State of Oregon and the City of Bend, forwarded by Mr. Rulien's letter of January 23, has been received by this office and the following comments are offered for consideration before our approval:

1. Paragraph 4 of Section I (Preliminary Engineering) under "Things to be done by City" indicate an advance deposit will be required of the City for preliminary engineering while Paragraph 2 of Section V specifically excludes preliminary engineering from this requirement. This conflict should be clarified.

2. Paragraph 1c of Section IV (Construction) under "Things to be done by City" indicate the City will install poles, mast arms, and bases for poles with the remainder of the traffic signal work to be done by contract. It is not clear whether Federal funds will participate in the poles, mast arms, and bases and their installation. Is this city furnished material at no cost to the project?

There appears to be no compelling reason why the above work should be broken out of the contract especially since the other portions of the work will be done by contract. The total signal installation lends itself well to contract-type work. Further consideration should be given to including this work in the contract.

[illegible] in the
compelling reason
on original
R

G. K. Hassner
for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 9 '76
REFER TO
Rulien

cc
OSHD (E. S. Hunter, Dep. St. Hwy. Eng.)
OSHD (W. Barrie, legal)
OSHD (D. Head, Br. Dsn.)
OSHD (D. Swan, Proj. Mgt.)
OSHD (L. W. Rulien, Proj. Mgt.)

Don/R

8-4-8 15

February 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT State Furnished Material
Project No. M-3317(1)

We request your concurrence that it is in the public interest for the State Highway Division to purchase the traffic signal hardware to be incorporated in the subject project.

Justification is based primarily on time lost in bringing this project to contract. For various reasons it has been delayed for nearly a year. Since the traffic signal is a prime part of the construction in order for the street realignment to function properly any effort to speed development of the project is of vital concern.

It is estimated that approximately three months timesaving can be realized if the State purchases the signal hardware. This savings could make the difference wheather construction can be completed this season or next season.

The present intention is to receive bids for this project on May 27th which means the contractor will be hard pressed to receive delivery, have the State test the equipment, have the signal installed and functioning this year because of the short construction season in Bend.

The State in purchasing the signal equipment will abide by the requirements of FHPM 6-4-1-6.

JG:rm

cc: C. H. Williams (Region 4)
D. E. Swan

Jons Bend

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
February 18, 1976

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Determination of Public Interest
Lafayette Avenue-Newport Ave.
Wall Street (FAU 3317)
Bend

We feel that it is in the public interest for the State to supply the signal hardware for this project, rather than let the contractor purchase it; and we request that you obtain FHWA concurrence.

The justification for this finding is time. The project has been delayed for nearly one year, for several reasons. In order to let the contract this year in time for Bend's short construction season, every effort must be made to speed project development. The signal is a key part of the project, since the realignment will not function properly without it. Construction of the project this season, therefore, hinges on timely signal design and installation.

The contract for the project is currently estimated to be let on May 27, 1976. If the Highway Division is allowed to order the necessary signal hardware now, rather than waiting for the contractor to do so, there will be a time savings of at least three months. This savings could make the difference between construction this season or construction next season.

The Project Agreement for this project was discussed at a meeting with the City, Dave Carter (FHWA), Carl Williams, Don Harwell, and myself. Dave Carter indicated at that time that it would seem to be in the public interest for the State to order and supply the signal hardware, but that we needed to formally request such a determination.

If this letter is not thought to provide ample justification for a favorable finding in this matter, please contact us immediately.

DSF:mr

David S. Fenton

cc: Dave Carter
Art Johnson
Don Harwell

Don H

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTE!!
2-24-76 (11 30 am)
Discussed with Buz Summerhill has programmed all necessary data to FHWA for approvals, therefore revised agree. sent over to FHWA & Reg. 4 [illegible] to be review & approval.
Don H.

MEMO TO FILES
2/23/76

RE: FAUS PROJECT AGREEMENT
NEWPORT-GREENWOOD AVENUE SECTION
CITY OF BEND

Meeting of Tuesday, 2/17/76

Present were:
City of Bend: Art Johnson, City Manager
Jack Donahue, Public Works Director
OSHD: Carl Williams, Region Engineer; Dave Fenton, Regional Federal Aid Engineer; and D. N. Harwell, County-City Engineer
FHWA; David Carter, FHWA Engineer

The meeting concerned modification of the pending agreement for realignment of the Newport-Greenwood Avenue Section as an FAUS project.

The agreement has been modified by deletion of the City's doing the City traffic signal work as previously requested. This will be done entirely by the contractor, utilizing in part some state equipment (poles, etc.) for the traffic signal.

Another modification is waiver of City's advance deposit for both preliminary and construction engineering, City to perform in-kind services instead. This met with Federal Highway Administration approval and the agreement was modified accordingly.

Also, various changes were made relative to errors on federal procedures and policies, and a portion of the agreement was deleted as it covered right-of-way activities already accomplished. Changes were also made re maintenance of the traffic signals upon completion of installation, in compliance with the September 1971 agreement between OSHD and the League of Oregon Cities.

The above covers the basic changes as suggested by Legal, Finance, Project Management, Region 4, FHWA, and the City of Bend. The changes were entered on a rough draft of the agreement and given to Dave Carter to deliver to the County-City office in Salem for typing in final form and submission to the City of Bend for signature. ⓐ

D. N. Har
D. N. Harwell
County-City Engineer

DNH:dp/mm

NOTE: 2-24-76
ⓐ all necessary data sent to FHWA by Swan for approvals - agreement sent to FHWA - Reg. 4 today
DnH.

8216

15

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 24, 1976

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Glen L. Green
Division Administrator
Federal Highway Administration

L Rulien

FROM: L. W. Rulien
Project Management Engineer

RE: Urban System Project Agreement (Revised)
Lafayette Avenue-Newport Avenue Section
Wall Street, FAUS 3317
City of Bend

Herewith for your consideration is an advance copy of a revised agreement covering preliminary and construction engineering, right-of-way acquisition, utility adjustment, construction, and future maintenance along subject section.

The agreement allows City to use "Standard Specifications for Public Works Construction," APWA, Oregon Chapter, 1970, with special provisions to accomplish the project. City will also perform in-kind services for preliminary and construction engineering rather than pay an advance deposit. Other changes have been made in the agreement in accordance with your letter of February 6, 1976.

Please review the terms of the proposed agreement and advise as to its acceptability for federal aid participation. The agreement must be forwarded to the City for execution and your early review and reply are requested to keep the project on schedule for early spring letting.

DNH:mm
Att.

cc: F. B. Klaboe
E. S. Hunter
Walt Barrie
C. W. Head
D. E. Swan
C. M. Williams

NOTED
MARIE STEPHENS

8a.8 13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project M-3317(1)
Lafayette Avenue-Newport Avenue Section (Bend)
Deschutes County

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Based on the information submitted in Mr. Rulien's February 23 letter we can, under the provisions of FHPM 6-4-1.6 paragraph 15, make a finding in the public interest.

Malach
G. L. Green

cc:
OSHD (Laux)
OSHD (Rulien)

RECEIVED
STATE HWY ENGR
MAR 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

.8418 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project M-3317(1)
Lafayette Avenue-Newport Avenue Section (Bend)
Deschutes County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTE

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The agreement between the State of Oregon and the City of Bend forwarded by Mr. Rulien's February 24 letter is acceptable for Federal-aid participation.

G. L. Green

cc:
OSHD (Laux)
OSHD (Rulien)

RECEIVED
ATE HWY ENGR

MAR 8 '76

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

3-29-76

PS+E (Plans Specifications and Estimates)	FHPM 6-3-3-1
Contract Procedures	FHPM 6-4-1-6
Physical Construction Authorization	FHPM 6-4-2-1
Required Contract Procedures	FHPM 6-4-1-1
Contract and Force Account Requirements	FHPM 6-4-1-14
Employment and Materials Report	FHPM 6-4-1-9

Copies of these FHPM directives should be given to the City of Bend. ★

We have a title sheet made for the traffic signal contract in room 208

D.A.R.

★ 3-29-76

Called Dave Fenton & related above data that he will furnish to the City of Bend re: FAUS Project "Lafayette Ave - Newport Ave. (Bend) Sect. to be handled by City thru Region 4.

Don Haw

cc: Region 4 (Fenton)
Proj. Mngt. (Swan)

8 2 18

15

April 5, 1976

City of Bend
City Hall
Bend, OR 97701

Attn: Mrs. Julia S. Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5615

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the improvement of the Lafayette Avenue-Newport Avenue Section of Wall Street (FAU 3317) in the City of Bend.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

Remove Service to Old Pilot Butte Inn	
Labor - 8 hrs. each - 2 men (at $5.00/hr X 16 hr.)	$ 80.00
Compressor & Jackhammer - 4 hr/ $10.20 hr.	40.80
1 Pipe Plug 2"	2.50
	$ 123.30
Raise Valve Boxes for Paving	
12 Valve Box Extensions with Lids - $10.00 ea.	$ 120.00
Labor - 4 hrs. - 2 men (at $5.00/hr X 8 hrs.)	40.00
	$ 160.00
Raise Manhole Covers for Paving	
2 Rings at $90.00 ea.	180.00
Labor - 4 hrs - 2 men (at $5.00/hr X 8 hrs.)	40.00
	$ 220.00
Water Department Cost for Service at Mini Park - Wall & Newport - 2" Wrot.	$ 480.00
Water Department Cost for Service at Landscape Area - Lafayette & Wall 2" Wrot.	480.00
	$ 960.00
Sub Total	$ 2,545.11
Add 40.25% to Labor ($420. X .4025	169.05
Total	$ 2,714.16

APPROVED Date 6/17/76
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
Utility Auditor
Asst. Controller

400.95
680.96
123.30
160.00
220.00
960.00
2.545.11◇

420.00 x
40.25 %

169.05
2.714.16*

CITY OF BEND

COSTS FOR RELOCATING - NEWPORT & LAFAYETTE

FAUS - 3317

Move Hyd. - Brooks Street & Newport - 3 men for 12 hours each - 36 hours at $ 5.00 per hour	$ 180.00
3 Feet of cast iron pipe at $9.45 per foot	28.35
1 6" Dresser coupling - $40.00	40.00
1 Cu. yd. concrete (Thrust Block)	28.00
2 Cu. yds. crushed rock (Drain)	16.00
Vehicle Use	
Backhoe - 11.85/hr - 4 hrs. [illegible] attachments	47.40
Dump - 4.00/hr - 6 hrs.	24.00
Pickup - 3.10/hr - 12 hrs.	37.20
	$ 400.95

Drinking Fountain Drain Line	
Water Dept. Cost for Laying	
2" Pipe - Digging, Labor, Pipe	
Backfill included - 6.90 per foot/ 80 ft.	$ 552.00
2 - 2" Branch Y, Cleanouts & 6 cpls	
2.30 each Branch Y's - 1.62 each Cleanouts - 1.17 each Cpls.	14.86
Labor for tying into Sewer - (2 men) - ~~3 hrs. ea.~~ (at $5.00/hr. X 16 hr)	80.00
1/2 Yd. Cement	14.00
Misc. Fittings - 45° Cpls. etc.	20.00
	$ 680.86

1905

CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

June 10, 1976

Mr. John Holcomb, Traffic Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Re: Newport - Greenwood - FAUS 3317

Dear John:

Attached is a cost estimate and sepias showing the work to adjust City owned facilities for the Newport - Greenwood FAUS 3317 project. The work will be performed by City forces. A lump sum billing is requested. Billing procedures are in conformance with FHWA PPM 30-4.

Also attached are copies of Ordinances governing placement of non-City owned utilities. This is to satisfy the requirements of PPM 30-4.1.

Very truly yours,

John Joyce

JOHN JOYCE
City Engineer

JJ/dc
attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 309-1950

Bend, Oregon, 97701
June 11, 1976

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: James E. Chidsey
Railroad and Utilities Engineer

SUBJECT: Lafayette Ave.-Newport Ave.(Bend) Sec
Central Oregon Highway
Deschutes County
Project No. M-3317(1)

Herewith is the estimate and sketch from the City of Bend for adjustment of City owned utilities which come into conflict with construction of the subject project.

I have checked the estimate and sketch and find it in conformance with PPM30-4 and the City-State agreement. The City is requesting a lump sum billing. All work is to be performed with City Forces. All facilities are owned by the City and are located on property owned by them. This work is to be accomplished during the course of various stages of the project.

Also attached is my Affidavit for Justification of Reimbursement under the provisions of ORS 366.321.

JEH:pw
Enclosure

RECEIVED
UTILITY UNIT

Traffic Signal Installation Sht 2 of 2

Greenwood @ Wall (Bend) DATE 1-19-76

Contractor supplied labor & material Est. By LCM

Item Description	Qty	Unit	Material		Labor	
			Unit Cost	Total	Unit Cost	Total
Totals: (from page 2)				2029.00		6707.00
Profit: 15% mt'l; 20% labor				305.00		1342.00
Miscellaneous & contingencies (8.5% Labor)						570.00
				2334.00		8619.00
Total estimated cost for contractor:						
(rounded) $11,000.00						
Total estimated cost for State:						
$20,000.00						
Sum total: $31,000.00						

TRAFFIC SIGNAL INSTALLA[illegible]N

Greenwood @ Wall (Bend)

Contractor Supplied Labor & Material

Sht 1 of 2

DATE 1-19-76

Est. By LCM

Item Description	Qty	Unit	Material		Labor	
			Unit Cost	Total	Unit Cost	Tot
Installation of State-supplied						
equipment & Material						
Mast Arm Poles	3	ea			75.00	225.0
Pole Foundations	3	ea			250.00	750.0
Pedestrian Pedestal	1	ea			30.00	30.0
Pedestal Foundation	1	ea			125.00	125.0
Vehicle Signal Heads	7	ea			60.00	420.0
Pedestrian Signal Heads	8	ea			37.50	300.00
Interior-Illuminated Signs	5	ea			37.50	188.00
Pedestrian Pushbutton w/Sign	8	ea			30.00	240.00
Loop Amplifiers	7	ea			-	-
Contractor supplied & installed equip. & Material						
Service Cabinet w/40 A SPST breaker	1	ea	70.00	70.00	30.00	30.00
Meter Base (120 Volt)	1	ea	10.00	10.00	37.50	37.50
Terminal Cabinet	3	ea	80.00	240.00	30.00	90.00
Detector Loops	21	ea	6.00	126.00	13.50	284.00
Shielded Pair Cable	700	ft	0.48	336.00	1.00	700.00
No. 14 THWN Wire	5700	ft	0.06	342.00	0.06	342.00
No. 12 TW Wire	700	ft	0.06	42.00	0.07	42.00
No. 8 THWN	500	ft	0.08	40.00	0.10	50.00
No. 8 TW	500	ft	0.24	120.00	0.10	50.00
Electrical Conduit (1")	470	ft	0.39	183.00	5.75	2703.00
Concrete (labor cost above under pole and ped. foundation	8	yd^3	40.00	320.00		
Pole fittings & Miscellaneous hardward	all	all		200.00		100.00

TRAFFIC SIGNAL INSTALLATION

SHT 1 OF 1

Greenwood @ Wall (Bend)

DATE 1-19-76

State Supplied Material & Equip.

Est. By LCM

Item Description	Qty	Unit	Material		Labor	
			Unit Cost	Total	Unit Cost	Total
Pole w/35' Mast Arm	1	ea	1782.00	1782.00		
Pole w/30' Mast Arm & 10' Luminaire	1	ea	1450.00	1450.00		
Pole w/25' Mast Arm	1	ea	1186.00	1186.00		
Pedestrian Pedestal	1	ea	150.00	150.00		
Rebar Cage & Anchor Bolts (set/pole)	3	ea	100.00	300.00		
Pedestrian Pedestal Rebar & Anchor Bolts	1	ea	50.00	50.00		
Vehicle Signal Heads (12" R, 8" Y, 8" G)	7	ea	220.00	1540.00		
Pedestrian Signal Heads (12")	8	ea	250.00	2000.00		
Interior-illuminated Signs	5	ea	150.00	750.00		
Pedestrian Pushbutton w/Sign	8	ea	25.00	200.00		
Loop Amplifiers	7	ea	200.00	1400.00		
Controller: 3 Ø Full Actuated w/Type P Cabinet	1	ea	6500.00	6500.00		
Controller Testing & Installation		ea	1000.00	1000.00		
TOTAL: $18,308.00						
(State-supplied equip. & Material)						
State Labor 1,692.00			TOTAL STATE ESTIMATE			$20,000.0

LANDSCAPING

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
27.	Furnishing and Planting Juniper Pfitzers Unit Price Bid ____________________ Written out in words	15 Each	$ 6.00	$ 90.00
28.	Furnishing and Planting Dwarf Muhgos Unit Price Bid ____________________ Written out in words	3 Each	$ 12.00	$ 36.00
29.	Furnishing and Planting Globe Arborvitae Unit Price Bid ____________________ Written out in words	5 Each	$ 12.00	$ 60.00
30.	Sod Lawn (SP-18) Unit Price Bid ____________________ Written out in words	1 L.S.	$ L.S.	$ 1,250.00
31.	Irrigation System (SP-18) Unit Price Bid ____________________ Written out in words	1 L.S.	$ L.S.	$ 1,250.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

Total Landscaping Proposal $ 5,885.50

LANDSCAPING

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
20.	Furnish and place Bark and Rocks (SP-18) Unit Price Bid ____________ Written out in words	1 L.S.	$ L.S.	$ 500.00
21.	Drinking Fountain (SP-18) Unit Price Bid ____________ Written out in words	1 Each	$ 280.00	$ 280.00
22.	Park Benches (SP-18) Unit Price Bid ____________ Written out in words	6 Each	$ 88.00	$ 528.00
23.	Furnishing and Placing Topsoil (SP-18) Unit Price Bid ____________ Written out in words	250 C.Y.	$ 6.75	$1,687.50
24.	Furnishing and Planting Pin Oak Tree Unit Price Bid ____________ Written out in words	4 Each	$ 30.00	$ 120.00
25.	Furnishing and Planting Red Maple Tree Unit Price Bid ____________ Written out in words	1 Each	$ 30.00	$ 30.00
26.	Furnishing and Planting Golden Pfitzers Unit Price Bid ____________ Written out in words	9 Each	$ 6.00	$ 54.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

PAVING

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
17.	1½"-0 Aggregate Base (SP-16) Unit Price Bid ________________ Written out in words	1,466 Ton	$ 5.00	$ 7,330.00
18.	Class "C" Asphalt Concrete (SP-17) Unit Price Bid ________________ Written out in words	1,335 Ton	$ 17.00	$ 22,695.00
19.	Asphalt Concrete Patching-Class "C" (SP-17) Unit Price Bid ________________ Written out in words	185 S.Y.	$ 3.00	$ 555.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

Total Paving Proposal $ 30,580.00

CONCRETE PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
8.	16" Concrete Curb, OSHD Type "C" (SP-15) Unit Price Bid ____________________ Written out in words	1,832 L.F.	$ 2.50	$ 4,580.00
9.	12" Concrete Curb, City Std. (SP-15) Unit Price Bid ____________________ Written out in words	75 L.F.	$ 1.80	$ 135.00
10.	Concrete Sidewalk (SP-15) Unit Price Bid ____________________ Written out in words	7,602 S.F.	$ 0.80	$ 6,081.60
11.	Concrete Sidewalk, Exposed Agg. (SP-15) Unit Price Bid ____________________ Written out in words	1,766 S.F.	$ 1.15	$ 2,030.90
12.	Concrete Driveway (6") (SP-15) Unit Price Bid ____________________ Written out in words	2,280 S.F.	$ 1.00	$ 2,280.00
13.	Drilled Hole (SP-15) Unit Price Bid ____________________ Written out in words	2 Each	$ 325.00	$ 650.00
14.	Addit. Lin. Feet Drilled Hole (SP-15) Unit Price Bid ____________________ Written out in words	100 L.F.	$ 6.00	$ 600.00
15.	Double Catch Basin (SP-16) Unit Price Bid ____________________ Written out in words	2 Each	$ 300.00	$ 600.00
16.	Rock Retaining Wall (SP-16) Unit Price Bid ____________________ Written out in words	316 S.F.	$ 3.75	$1,185.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

Total Concrete Proposal $18,142.50

EXCAVATION

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
1.	Clearing and Grubbing (SP-12) Unit Price Bid ____________ Written out in words	1	$ L.S.	$5,000.00
2.	Remove Tree, Class III (SP-12) Unit Price Bid ____________ Written out in words	1 each	$ 400.00	$ 400.00
3.	Excavation, General (SP-13) Unit Price Bid ____________ Written out in words	2,003 C.Y.	$ 7.50	$15,022.50
4.	Curb Backfill (SP-13) Unit Price Bid ____________ Written out in words	800 L.F.	$ 0.75	$ 600.00
5.	Saw Concrete (SP-13) Unit Price Bid ____________ Written out in words	185 L.F.	$ 3.00	$ 555.00
6.	Water (SP-13) Unit Price Bid ____________ Written out in words	131 Thou.Gals.	$ 9.00	$ 1,179.00
7.	Excavation, Catch Basin (SP-14) Unit Price Bid ____________ Written out in words	5 C.Y.	$ 35.00	$ 175.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

Total Excavation Proposal : $ 22,931.50

COMBINED

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
27.	Furnishing and Planting Juniper Pfitzers Unit Price Bid____ Written out in words	15 Each	$ 6.00	$ 90.00
28.	Furnishing and Planting Dwarf Muhgos Unit Price Bid____ Written out in words	3 Each	$ 12.00	$ 36.00
29.	Furnishing and Planting Globe Arborvitae Unit Price Bid____ Written out in words	5 Each	$ 12.00	$ 60.00
30.	Sod Lawn (SP-18) Unit Price Bid____ Written out in words	1 L.S.		$ 1,250.00
31.	Irrigation System (SP-18) Unit Price Bid____ Written out in words	1 L.S.		$ 1,250.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

Total Combined Proposal $ 77,539.50
(Pages 2 - 6)

COMBINED

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
20.	Furnish and place Bark and Rocks (SP-18) Unit Price Bid ____________ Written out in words	1 L.S.		$ 500.00
21.	Drinking Fountain (SP-18) Unit Price Bid ____________ Written out in words	1 Each	$ 280.00	$ 280.00
22.	Park Benches (SP-18) Unit Price Bid ____________ Written out in words	6 Each	$ 88.00	$ 528.00
23.	Furnishing and Placing Topsoil (SP-18) Unit Price Bid ____________ Written out in words	250 C.Y.	$ 6.75	$1,687.50
24.	Furnishing and Planting Pin Oak Tree Unit Price Bid ____________ Written out in words	4 Each	$ 30.00	$ 120.00
25.	Furnishing and Planting Red Maple Tree Unit Price Bid ____________ Written out in words	1 Each	$ 30.00	$ 30.00
26.	Furnishing and Planting Golden Pfitzers Unit Price Bid ____________ Written out in words	9 Each	$ 6.00	$ 54.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

[illegible]

PROPOSAL

SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
17.	1½"-0 Aggregate Base (SP-16) Unit Price Bid ____________________ Written out in words	1,466 Ton	$ 5.00	$ 7,330.00
18.	Class "C" Asphalt Concrete (SP-17) Unit Price Bid ____________________ Written out in words	1,335 Ton	$ 17.00	$ 22,695.00
19.	Asphalt Concrete Patching-Class "C" (SP-17) Unit Price Bid ____________________ Written out in words	185 S.Y.	$ 3.00	$ 555.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

[illegible]

PROPOSAL

SC DULE OF BID ITEMS FOR CONTRA

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
8.	16" Concrete Curb, OSHD Type "C" (SP-15) Unit Price Bid ______ Written out in words	1,832 L.F.	$ 2.50	$ 4,580.00
9.	12" Concrete Curb, City Std. (SP-15) Unit Price Bid ______ Written out in words	75 L.F.	$ 1.80	$ 135.00
10.	Concrete Sidewalk (SP-15) Unit Price Bid ______ Written out in words	7,602 S.F.	$ 0.80	$ 6,081.60
11.	Concrete Sidewalk, Exposed Agg. (SP-15) Unit Price Bid ______ Written out in words	1,766 S.F.	$ 1.15	$ 2,030.90
12.	Concrete Driveway (6") (SP-15) Unit Price Bid ______ Written out in words	2,280 S.F.	$ 1.00	$ 2,280.00
13.	Drilled Hole (SP-15) Unit Price Bid ______ Written out in words	2 Each	$ 325.00	$ 650.00
14.	Addit. Lin. Feet Drilled Hole (SP-15) Unit Price Bid ______ Written out in words	100 L.F.	$ 6.00	$ 600.00
15.	Double Catch Basin (SP-16) Unit Price Bid ______ Written out in words	2 Each	$ 300.00	$ 600.00
16.	Rock Retaining Wall (SP-16) Unit Price Bid ______ Written out in words	316 S.F.	$ 3.75	$ 1,185.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

~~COMPANY~~ ENGINEERS
~~PROPOSAL~~ ESTIMATE
SCHEDULE OF BID ITEMS FOR CONTRACT

Item No.	Item Description	Approx. Quantity	Unit Price Bid	Total For Item
1.	Clearing and Grubbing (SP-12) Unit Price Bid ____________ Written out in words	1	$ L.S.	$5,000.00
2.	Remove Tree, Class III (SP-12) Unit Price Bid ____________ Written out in words	1 each	$ 400.00	$ 400.00
3.	Excavation, General (SP-13) Unit Price Bid ____________ Written out in words	2,003 C.Y.	$ 7.50	$15,022.50
4.	Curb Backfill (SP-13) Unit Price Bid ____________ Written out in words	800 L.F.	$ 0.75	$ 600.00
5.	Saw Concrete (SP-13) Unit Price Bid ____________ Written out in words	185 L.F.	$ 3.00	$ 555.00
6.	Water (SP-13) Unit Price Bid ____________ Written out in words	131 Thou.Gals.	$ 9.00	$ 1,179.00
7.	Excavation, Catch Basin (SP-14) Unit Price Bid ____________ Written out in words	5 C.Y.	$ 35.00	$ 175.00

In the case of discrepancy between numerical unit price bid and written unit price bid, the written price will govern the bid.

June 21, 1976

ENGINEERS ESTIMATE

Newport-Greenwood FAUS-3317

Summary

Combined Contract		$77,539.50
Excavation Contract	$22,931.50	
Concrete Contract	18,142.50	
Paving Contract	30,580.00	
Landscape Contract	5,885.50	
Subtotals	$77,539.50	$77,539.50
Traffic Signal		
State Supplied Equipment		$20,000.00
Traffic Signal Contract		10,383.00
Contracts and Traffic Signal Total		$ 107,922.50
Contingencies @ 4-1/2%		4,856.50
Subtotal		$ 112,779.00
Engineering @ 10%		11,278.00
		$ 124,057.00
Utility Relocation by City Forces		2,714.00
TOTAL PROJECT COSTS		$126,771.00

9218

PRO 6-2

June 21, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. M-3317(1)
Lafayette Ave.-Newport Ave. (Bend) Section

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "Adjustment of Utilities including preparatory work". Subsequent to submission of the program on the project it has been determined that adjustments of City of Bend water facilities are required on the project. The estimated total cost for the utility adjustments is $2,714.16 with federal funds of $2,122.

CL:[illegible]

cc: J. M. Cartwright
D. E. Swan

MATERIALS

661.11(a) General - The State shall supply to the contractor the materials and equipment listed below. The materials and equipment are stored at the City of Bend Shops. Installation shall be performed by contractor with the exception as noted below.

Item	Quantity
Poles with signal mast arms, anchor bolts and rebar cage (Luminaire arm furnished on one pole).	3
Pedestrian pedestal and anchor bolts	1
Vehicle signal heads with back plates	7
Pedestrian signal heads - one way, two section	8
Controller[1/]: 3 phase, fully-actuated with wired type P cabinet (This will include all type 2 timing modules, signal monitor, harness for detector amplifiers, and anchor bolts for cabinet foundation.)	1
Detector amplifiers	7
Interior-illuminated signs	5
Pedestrian pushbuttons with signs	8

The contractor shall supply all other material and labor required to meet the intent of the plans and specifications.

1/ Controller will be installed by State Forces upon three weeks prior notice to the State.

7. Award of more than one contract for work in a rather confined area with a short completion time could result in many conflicts between contractors.

JD:az

COMMENTS ON CITY OF BEND PROPOSAL AND SPECIAL PROVISIONS FOR WORK ON NEWPORT AND LAFAYETTE AVENUES.

1. The following Federal requirements are not included in the contract documents (see attachments):

   a. Equal Employment Opportunity
   b. Certification of Nondiscrimination Employment (Special Provisions)
   c. Federal Wage Decision No. OR76-5015
   d. Federal Wage Decision Modification No. 1
   e. Minority Business Enterprise (incl. listing)
   f. Certification of Nondiscrimination in Employment (Proposal)
   g. Certification of Nonsegregated Facilities
   h. Certification--Minority Business Enterprises
   i. Documentation--Minority Business Enterprises
   j. Minimum Hourly Wage Rates (State)

2. Instructions to bidders sheet fails to recognize State participation in project financing.

3. City's use of APWA specifications makes reference to several repealed and amended statutes regarding legal requirements for contracts with public agencies. We suggest review of these laws by the city attorney to determine modifications of specifications necessary to see that the city and the bidders are in compliance with current state statutes.

   Examples of Statutes changes:

   APWA 2.10 Prequalification of Bidders refers to ORS 279.003 which was repealed in 1975 by Chap. 771.

   APWA 3.03 Contract Bonds refers to ORS 279.502 to ORS 279.540 parts of which were repealed or amended in 1975 by Chap. 771.

4. SP 8.04 Time of completion

   a. I found no statement for beginning of workday count.
   b. I found no definition of what comprises Stage 1, 2 or 3.

5. SP 15-6 Catch Basins

   Purchase price of city catch basin grates should be stated in Special Provisions for all bidders.

6. State furnished signal equipment availability is unknown thereby making it impossible for bidder to determine if he will have it at times necessary to complete work within time specified.

   Checked with Bob Judson of Highway Signal Shop and he says materials should be available at Bend by July 15, 1976. I suggest that subsection GC1.11(a) be revised as follows:

Salem, Oregon
June 23, 1976

L. W. Rulien
Project Management Engineer

Mr. C. M. Williams
Region 4 Engineer
Bend

Plans and Specifications
Lafayette-Newport (Wall St.) Sec.
FAUS 3317
City of Bend

Attached are plans and specifications regarding the subject project in the City of Bend.

These were submitted to Design Section for review which determined, pursuant to the agreement of March 1976, that you must review these and pass on the content as to conformance of applicable State and Federal rules, regulations and on-going practices.

If you deem any changes or corrections are necessary, have them made as appropriate and resubmit for programming and Federal approval so we may get authorization to proceed for advertisement by city for contract letting.

After successful bids are received and proposals reviewed by the city, they must be submitted to State for approval of award by city.

We call your attention to the fact that various references to ORS requirements are in error due to legislative changes. Also the coordination of various contractor operations and completion times will have to be very carefully observed.

Attached along with the documents you submitted earlier are Design Section comments regarding the proposed project.

LWR/DNH:sch

Attachment

cc: J. H. Versteeg

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

FAUS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-3317(1)

STA PROJECT NO.
Lafayette Ave-Newport Ave

FROM:
G. L. Green, Division Administrator
Salem, Oregon
6-28-76

PROGRAM NO.

ITEM NO.
M-54

COUNTY NAME
Deschutes

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE June 24, 1976	FEDERAL ROUTE NUMBER FAU 3317 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City of Bend

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REC
COUNTY & CITY SECTION
1
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

REMARKS

As requested in Mr. Rulien's 6-21-76 letter I approve the program change adding "adjustment of utilities including preparatory work" to the charactor of the proposed work at a total estimated cost of $2,714.16 - Federal funds $2,122.

DATE 6-28-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-885

RECEIVED
COUNTY & CITY SECTION
JUL 12 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-3317(1)
Project Name Lafayette Avenue-Newport Avenue, Wall Street, FAU 3317

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 8th day of July, 1976

City of BEND

John Stenkamp
Mayor

Julie S. Johnson
City Recorder

7-14-76
COPIES TO: J. R. Oakes
D. E. Swan
C. T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

[illegible] 15

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-3317(1)
STATE PROJECT NO.

Lafayette Ave-Newport Ave

FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Deschutes
	ITEM NO. M-54	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO
Rubion
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 6-24-76	FEDERAL ROUTE NUMBER FAU 3317 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

City of Bend

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* City of Bend
Utility Adjustment
TEC $2,714.16 - FF $2,122

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 6-24-76, you are authorized to proceed with the actual adjustments for the City of Bend's water facilities effective 6-24-76. Reimbursement on an agreed lump sum basis of $2,714.16 - Federal funds $2,122 is approved. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of FHPM 1-4-4.

I approve the Agreement with the City of Bend consisting of their letter of 6-10-76 and your Regional Traffic/Utility Engineer's letter of 6-11-76 and the plans and estimate figure furnished by Mr. Cartwright's letter of 6-24-76.

DATE 7-19-76	SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]	TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-995

I request one set of half size reproducable plans for the entire project be returned with the original plans so that we can run half scale prints for bidding and construction purposes.

Very truly yours,

John Joyce

JOHN JOYCE
City Engineer

FAUS

1905
CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

July 14, 1976

ROE RE RME RCE FAE
RTE RECEIVED ENV.
RUE JUL 1 4 1976 RDE
RSO REGION 4 RBE
ASSIGNED________

Mr. Dave Fenton
Regional Federal Aid Engineer
P. O. Box 1249
Bend, OR 97701

Re: Newport-Greenwood FAUS 3317

Dear Dave:

I am delivering the following Newport-Greenwood construction plans to you for reduction to half size:

1. Sheets 1 through 7 prepared by the City of Bend
2. Standard Signing Details Installation Dwg. No. S-1
3. Standard Signing Details Warning Signs Dwg. No. S-6
4. Standard Signing Details Construction Signs Dwg. No. S-12
5. Temporary Protection and Direction of Traffic Dwg. No. 2200
6. Standard Luminaire Pole-50' Mounting Height Dwg. No. 28230
7. Traffic Signal Installation, Lafayette Ave.-Newport Ave. (Bend) Dwg. No. 2962
8. Traffic Signal Installation, Lafayette Ave.-Newport Ave. (Bend) Dwg. No. 2963

I believe the drawings prepared by the State have been reduced, however, I am returning the originals in case they haven't been reduced. We have added a detail to State Dwg. No. 2963 which will necessitate reduction in either instance.

Sheet 1 should be signed prior to reduction.

I will revise the traffic signal special provisions to require construction of conduit prior to paving.

Catch basin grates may be purchased from the City or the contractor may purchase them from a supplier. Section SP15-6 of the Special Provisions doesn't obligate the contractor to purchase grates from the City.

7/15/76 1PM
Hand delivered by Dave Fenton

RECEIVED
COUNTY & CITY SECTION
JUL 15 1976
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ OPE ☐ CE ☒ RE ☒ RPE ☐

fans

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

July 19, 1976

FILE: 309-1950

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Lafayette Ave.-Newport Ave.
Wall Street
FAU 3317
City of Bend

The plans for this project were hand-carried to Richard Unrein on July 15th. I had seen and approved them but had not signified my approval in writing. I am doing so now.

The plans and specifications have been reviewed by me and my staff. We have discussed them with personnel from your Federal Aid Unit and from the FHWA. Minor changes that have been suggested have been made. The plans and specifications have my full approval, and I request that you obtain the necessary Administration signature, reduce the plans, and present them to the FHWA for P.S.& E. approval as soon as possible. The City is committed to beginning construction this year, and I see no reason why they should not be able to do this.

CMW:pw
cc: David Carter

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☑ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☒ OPE ☒ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
JUL 20 '76
REFER TO

Info Investigate

8-2-76

Send cc Hunter Unrein /R

7-20-76

All right-of-way or rights-of-entry have been aquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with FHPM 6-4-2-1.

We certify that the local governments involved with the urban system projects listed above have approved the projects as submitted in the PS&E documents.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

DAR:re

cc: Carl Williams
D. E. Swan

July 21, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT P. S. & E. Authorization Request
Lafayette Ave. - Newport Ave. (Bend) Section
Oregon Project No. M-3317(1)

We are requesting authorization to advertise for bids to be received August 6, 1976 with a minimum advertising period of two-weeks for the subject project.

A public interest finding is requested for the two-week advertising period because the design is complete and the PS&E documents have been submitted to your division; the summer construction season is upon us and we want to take bids as soon as possible to have the project completed this year. Also, we feel the full three-week advertising period is not necessary for this contract as it requires only standard construction items and procedures for a small paving contract.

This project is being analyzed, using traffic data and the noise prediction method contained in the NCHRP 117. We don't anticipate any adverse noise effect from this construction. Our report will be submitted to your office July 26, 1976 and accordingly we are requesting your authorization at this time subject to this favorable report.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

9419

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
3317 (1)

STATE PROJECT NO.
Lafayette Ave - Newport Ave

FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Deschutes
	ITEM NO. M-54	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
FOR
Info Invs R/O D/R Sign Act File

DATE PS&E APPROVED 7-21-76	DATE AUTHORIZATION EFFECTIVE 7-21-76	FEDERAL ROUTE NUMBER FAU-3317 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

City of Bend

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement, curbs, sidewalks and installation of traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 11-20-75 approved this project for inclusion in the Federal-aid program. I concur that it is in the public interest to complete the project within the current construction year and authorize a 2-week advertisement period as requested in Mr. Rulien's 7-21-76 letter.

Prior to your request for concurrence in award, the Study for Highway Traffic Noise (FHPM 7-7-3) shall be submitted for approval.

Mr. Rulien's 7-21-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $127,737 - Federal funds $99,873.
A signed copy of the Title sheet is returned herewith.

DATE 7-22-76	SIGNATURE OF APPROVING OFFICIAL	TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

8218

Salem, Oregon
July 22, 1976

E. S. Hunter
Deputy State Highway Engineer

Lafayette Ave. -Newport Ave.
(Bend) Project

Carl M. Williams
Region 4 Engineer

Herewith are copies of the latest State and Federal wage rates and the latest list of Minority Business Enterprises. These should be included in the bidding and contract documents for the subject project.

Our Legal Counsel has advised us that the Protective Liability Insurance should be extended to include the State. To implement this, the special provisions under SP 3.05 should contain the following:

> "In connection with the work to be performed under this contract, it shall be understood that the 'Keep and Hold Harmless' requirements of Section 3.05 of the APWA specifications extend to the State of Oregon, the Oregon Transportation Commission, the Highway Division and its officers and employees."

CGS:fw

Enc.

8413 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 23, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Report
Lafayette Ave.-Newport Ave.
City of Bend

TO: L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The Lafayette Avenue-Newport Avenue project is located along Wall Street in Bend. The project undertakes some widening of Wall Street in conjunction with the realignment of Newport Avenue and Lafayette Avenue. The developed areas along the project fall under activity Categories "B" and "C" of FHPM 7-7-3. A total of three receptors fall under Category "B" (design noise level of L_{10} 70 dBA). These receptors include the Pilot Butte Motor Inn and two residences. The three receptors are located on the east side of Wall Street at the intersection with Lafayette Avenue. The remaining developed land is business oriented and fall under Category "C" (design noise level of L_{10} 75 dBA).

On July 21, 1976, sound level measurements were taken at the Pilot Butte Motor Inn and the parking lot at the intersection of Wall Street with Greenwood Avenue. This data was correlated with the NCHRP 117/144 noise prediction method. The results indicate no anticipated impacts for the motor inn or the residences for 1976 and 1996 peak hour traffic volumes. Some of the businesses along Wall Street (such as the auto garage located north of Greenwood Avenue and east of Wall Street) may experience L_{10} levels of 75-80 dBA in 1996. The establishment of sound barriers would not be compatable with this business area nor would they be effective because of gaps necessary for access. Since this condition is similar to the no-build option, we believe an exception to the design noise levels are in order.

GAP:ss

cc: E. S. Hunter
C. M. Williams

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4
FAUS

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 2, 1976

Mr. John Joyce
City Engineer
P. O. Box 431
Bend, OR 97701

Water & Sewer Facility Adjustment
Lafayette Ave.-Newport Ave. (Bend)Sec.
Central Oregon Highway
Deschutes County
Project No. M-3317(1)

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 10, 1976, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of June 24, 1976.

Reimbursement for the work performed on and subsequent to June 24, 1976 in the amount of $2,714.16, will be made in accordance with Paragraph 7h (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jr

bc: G. L. Green
D. E. Swan w/att.
Robert Church "
Gene Hickam "
C. M. Williams "
W. W. Robertson "
J. E. Holcomb w/2 att.
G. E. Zehner w/att.

NOTE TO RUE: Please prepare and submit a State Force Order for this work. Project No. M-3317(1) Return one copy of Est. and sketch with SFO.

RECEIVED
COUNTY & CITY SECTION
AUG - 4 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Form 81-734-3123

After the bid totals were read, a request from the audience was made to read all of the bid amounts of the one combined bid so all the items were then read from the bid of R. A. Hatch Co.

There was an Addendum No. 1 issued by the City for inclusion in the bid. All contractors indicated receipt of the addendum except Bob Wilson Curb Constructors indicated "none" in his contract. Contrary to his information the City furnished me information indicating they had given the addendum to him upon his receiving the bid proposal, he was not a low bidder.

The City indicated they would:

1. Award contract(s) after approval of State and FHWA.
2. Furnish Bid Tabulations.
3. Furnish a certified copy of contract for each contract awarded for submittal to FHWA.
4. Furnish a copy of signed awarded contract(s) for State files.

DAR:md

cc: F. B. Klaboe
E. S. Hunter
G. L. Green, FHWA
Art Johnson, City Manager, Bend
L. W. Rulien
J. H. Versteeg
C. G. Swenson
D. E. Swan

8418 13

STATE OF OREGON INTEROFFICE MEMO

PRO 6-2

TO: MEMO TO THE FILES

DATE: August 9, 1976

Duane Ridings

FROM: Duane Ridings
Federal Aid Unit

SUBJECT: City Hall, Bend, Oregon
Bid Opening, August 6, 1976
Lafayette Ave.-Newport Ave. (Bend) Section
Federal Aid Project No. M-3317(1)
Deschutes County

I attended the bid opening as the Highway Division's representative. The session was opened by the City Manager, Art Johnson, at 11:00 A.M. as scheduled and the bids were opened, checked and read by the City Recorder and Treasurer, James Kerfoot. A second check of the bids was made by the City Engineer, John Joyce. Also attending was Public Works Director, Jack Donahue.

A bid record sheet was passed out to anyone interested to record the bid totals on. Only the totals of the bids were read.

The project was advertised as 5 types of work and the contractors could bid only one or all types of work. The types were: Excavations; Concrete; Paving; Landscaping; Signals. Also, there was a provision that the first four types of work could be bid as a combined bid.

There was one combined bid received for the first four types of work from R. A. Hatch Co. in the amount of $114,846.70. The Engineer's estimate was $77,539.50.

The following is a tabulation of the non-combined bids received:

Apparent Low Bidder	Type of Work	No. of Bids Received	Engineer's Estimate	Low Bid Amount
R. L. Coats	Excavation	2	$22,931.50	$21,308.00
Jack Waterfield Constr.	Concrete	3	18,142.50	16,410.28
R. L. Coats	Paving	3	30,580.00	25,776.50
Alpine Land, Inc.	Landscaping	2	5,885.50	6,824.00
		Subtotal	$77,539.50	$70,318.78
Hamilton Elec., Inc.	Signals	1	10,383.00	14,532.00
		Total	$87,922.50	$84,850.78

81-125-1387

The City of Bend recommends award of these five contracts.

The bid of Hamilton Electric Inc. was 40 percent above the Engineer's estimate. The estimate did not include any cost for temporary protection and direction of traffic or for extra travel between phases of work. We have had little experience in estimating a labor only type of signal installation.

The total of all the bids is 4.2% below the Engineer's estimate and all contracts must be let at the same time to accomplish the work.

I shall call the chairman for approval after you have had time to study the bids.

GC:ljt

bc: Robert Burco
C. W. Head
E. B. Klaboe
E. S. Hunter
R. L. Schroeder
~~R. N. Bothman~~ Carl Williams
L. W. Rulien
C. T. Keasey
W. J. Hart
J. H. Versteeg
V. E. Skoog
E. L. Johnsen

August 13, 1976

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Lafayette Ave.-Newport Ave. (Bend) Section
Federal Aid Project No. M-3317(1)
Deschutes County

Bids opened in Bend August 6, 1976. This project was advertised by the City of Bend as five types of work. The contractors had the option of bidding on one or all of the following: Excavation, Concrete, Paving, Landscape, and Signals. There was also a provision that the first four types of work could be a combined bid.

There was one combined bid received for the first four types of work from R. A. Hatch Co. in the amount of $114,846.70. The Engineer's estimate was $77,539.50. The city has recommended rejecting the combined bid which is 48.1 percent above the estimate.

The following is a tabulation of the non-combined low bids received:

Low Bidder	Type of Work	Engineer's Estimate	Low Bid Amount
R. L. Coats	Excavation	$22,931.50	$21,308.00
Jack Waterfield Constr.	Concrete	18,142.50	16,410.28
R. L. Coats	Paving	30,580.00	25,776.50
Alpine Land, Inc.	Landscaping	5,885.50	6,206.00
	Subtotal	$77,539.50	$69,700.78
Hamilton Elec., Inc.	Signals	10,383.00	14,532.00
	TOTAL	$87,922.50	$84,232.78

for construction of the Newport-Greenwood [illegible] project. He stated alternatives had been included in the bid specifications to submit a combined bid (excavatic concrete, paving, and landscaping) or to submit individual bids on any portion of th work. The following bid analysis summation was then read by the City Manager:

Combined Bid (Excavation, Concrete, Paving & Landscaping)

R. A. Hatch Co.	$114,846.70	(+48.1%)
Engineer's Estimate	77,539.50	

Recommend against the award of a combined contract.

Excavation Bid

R. L. Coats	$ 21,308.00	(-7.1%)
Jack Robinson & Sons	29,754.00	(+29.8%)
Engineer's Estimate	22,931.50	

Recommend an excavation contract be awarded to the low bidder, R. L. Coats subject to State and FHWA approval.

Concrete Bid

Jack Waterfield Construction	$ 16,410.28	(-9.5%)
Bob Wilson Curb Cont.	19,464.34	(+7.3%)
Douglas S. Coats Const.	22,303.10	(+22.9%)
Engineer's Estimate	18,142.50	

Recommend a concrete contract be awarded to Jack Waterfield Construction subject to State and FHWA approval.

Paving Bid

R. L. Coats	$ 25,776.50	(-15.7%)
Central Oregon Pavers	40,449.00	(+32.3%)
Bend Aggregate & Paving	42,100.00	(+37.7%)
Engineer's Estimate	30,580.00	

Recommend a paving contract be awarded to R. L. Coats subject to approval of the State and FHWA.

Landscaping Bid

Alpine-Land Inc.	$ 6,206.00	(+5.4%)
Madras Landscaping	9,050.00	(+53.8%)
Engineer's Estimate	5,885.50	

Recommend a landscaping contract be awarded to Alpine-Land Inc. subject to approval of the State and FHWA.

The City Manager pointed out that by taking the individual low bidders, the tot cost for excavation, concrete, paving and landscaping will be $69,700.78 as compared to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware itself, which totals $20,000, has been taken out of the State Highway Division's sto and is currently stored in the First Street Shop area. The bid for traffic signal installation is as follows:

TRAFFIC SIGNAL

Hamilton Electric	$ 14,532.00	(+32.1%)
Engineer's Estimate	11,000.00	

Recommend a Traffic Signal contract be awarded to Hamilton Electric subject to State and FHWA approval.

Adjourned Meeting
Bend City Commission
August 6, 1976

An adjourned meeting of the Bend City Commission was held at 5:30 p.m., August 6, 1976 in the City Hall with Mayor Stenkamp presiding. Upon roll call the following Commissioners were present: Dick Carlson, Clay Shepard, Chet MacMillan and Joh Stenkamp.

City Manager Art Johnson discussed the bids that had been opened at 11:00 a.m. for construction of the Newport-Greenwood FAUS 3317 project. He stated alternative had been included in the bid specifications to submit a combined bid (excavati concrete, paving, and landscaping) or to submit individual bids on any portion of th work. The following bid analysis summation was then read by the City Manager:

Combined Bid (Excavation, Concrete, Paving & Landscaping)

R. A. Hatch Co.	$114,846.70	(+48.1%)
Engineer's Estimate	77,539.50	

Recommend against the award of a combined contract.

Excavation Bid

R. L. Coats	$ 21,308.00	(-7.1%)
Jack Robinson & Sons	29,754.00	(+29.8%)
Engineer's Estimate	22,931.50	

Recommend an excavation contract be awarded to the low bidder, R. L. Coats subject to State and FHWA approval.

Concrete Bid

Jack Waterfield Construction	$ 16,410.28	(-9.5%)
Bob Wilson Curb Cont.	19,464.34	(+7.3%)
Douglas S. Coats Const.	22,303.10	(+22.9%)
Engineer's Estimate	18,142.50	

Recommend a concrete contract be awarded to Jack Waterfield Construction subject to State and FHWA approval.

Paving Bid

R. L. Coats	$ 25,776.50	(-15.7%)
Central Oregon Pavers	40,449.00	(+32.3%)
Bend Aggregate & Paving	42,100.00	(+37.7%)
Engineer's Estimate	30,580.00	

Recommend a paving contract be awarded to R. L. Coats subject to approval of the State and FHWA.

Landscaping Bid

Alpine-Land Inc.	$ 6,206.00	(+5.4%)
Madras Landscaping	9,050.00	(+53.8%)
Engineer's Estimate	5,885.50	

Recommend a landscaping contract be awarded to Alpine-Land Inc. subject to approval of the State and FHWA.

The City Manager pointed out that by taking the individual low bidders, the tot cost for excavation, concrete, paving and landscaping will be $69,700.78 as compared to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware itself, which totals $20,000, has been taken out of the State Highway Division's sto

August 18, 1976

Copy Klaboe
8-20

Mr. Arthur R. Johnson
City Manager
City of Bend
P. O. Box 431
Bend, Oregon 97701

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 24 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Dear Art:

Thank you very much for your letter of August 13, 1976. I am delighted that the Newport-Greenwood realignment project is finally getting underway.

I am glad that you are planning to document the entire project; such documentation will be helpful not only to the City of Bend but to the State of Oregon and other cities in similar situations.

Thanks for writing.

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Any [illegible]

Sincerely,

Mike

Michael P. Hollern
President

MPH/pb

bcc: Robert A. Burco

Dear Bob:

Thought you'd be interested in Art Johnson's letter. Please let me know if you'd like me to respond differently or follow through in any more detail.

Mike Mike

RECEIVED
DOT OPERATIONS
AUG 20 '76
REFER TO
Constr
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-23

Do you want to respond? I think you should. F

RECEIVED
AUG 19 1976
OFFICE
DIRECTOR of TRANSPORTATION

Post Office Box 1111 Bend, Oregon 97701 Phone: (503) 382-2511

F +115

CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

August 13, 1976

Mr. Michael P. Hollern, President
Brooks-Scanlon Inc.
S. E. Wilson
Bend, OR 97701

Dear Mike:

At last I believe there is a light at the end of the tunnel and we should see the realignment project of Newport-Greenwood completed this fall.

I am enclosing a copy of the bids we received and you will note they are attractive bids and the total project will be below estimate. I am confident it would not have been under estimate if we had used the standard State Highway procedure. As an example, the City Manager of Newport told me the FAU project along the sea wall cost twice as much as a contiguous project that was constructed under City of Newport procedures.

We are planning to document the project as a case history to indicate what we went through to get to this point. The local resident engineer, the regional staff and most of the hiearchy of the State Highway Division, including Fred Klaboe, were extremely cooperative. The same spirit of cooperation was exhibited by the Federal Highway Administration, but we encountered our prime opposition and delay with the Design Division of the State Highway Division. They nit picked us to death, because we were trying to do something different than their archaic procedures. There is no question in my mind that with a reduction of work in the department, the Civil servants want to cycle and recycle every project. As we were designing it, we were taking work away from them and we paid pennance for it. Our regional staff was upset with the design staff in Salem, and let them know in no uncertain terms.

I like to think we broke some ground that will in the end, result in making it easier for other cities and stretch the Federal Arterial Urban funds further. As a member of the Transportation Commission, I thought you would be interested and if you would like any additional information, just let me know.

Sincerely,

Art

Arthur R. Johnson
City Manager

ARJ:at

Encl.

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPS ☐

concrete, paving, and landscaping) or to submit individual bids on any portio of work. The following bid analysis summation was then read by the City Manager:

Combined Bid (Excavation, Concrete, Paving & Landscaping)

R. A. Hatch Co.	$114,846.70	(+48.1%)
Engineer's Estimate	77,539.50	

Recommend against the award of a combined contract.

Excavation Bid

R. L. Coats	$ 21,308.00	(-7.1%)
Jack Robinson & Sons	29,754.00	(+29.8%)
Engineer's Estimate	22,931.50	

Recommend an excavation contract be awarded to the low bidder, R. L. Coats subject to State and FHWA approval.

Concrete Bid

Jack Waterfield Construction	$ 16,410.28	(-9.5%)
Bob Wilson Curb Cont.	19,464.34	(+7.3%)
Douglas S. Coats Const.	22,303.10	(+22.9%)
Engineer's Estimate	18,142.50	

Recommend a concrete contract be awarded to Jack Waterfield Construction subject to State and FHWA approval.

Paving Bid

R. L. Coats	$ 25,776.50	(-15.7%)
Central Oregon Pavers	40,449.00	(+32.3%)
Bend Aggregate & Paving	42,100.00	(+37.7%)
Engineer's Estimate	30,580.00	

Recommend a paving contract be awarded to R. L. Coats subject to approval of the State and FHWA.

Landscaping Bid

Alpine-Land Inc.	$ 6,206.00	(+5.4%)
Madras Landscaping	9,050.00	(+53.8%)
Engineer's Estimate	5,885.50	

Recommend a landscaping contract be awarded to Alpine-Land Inc. subject to approval of the State and FHWA.

The City Manager pointed out that by taking the individual low bidders, the to cost for excavation, concrete, paving and landscaping will be $69,700.78 as compare to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware itself, which totals $20,000, has been taken out of the State Highway Division's st and is currently stored in the First Street Shop area. The bid for traffic signal installation is as follows:

TRAFFIC SIGNAL

Hamilton Electric	$ 14,532.00	(+32.1%)
Engineer's Estimate	11,000.00	

Recommend a Traffic Signal contract be awarded to Hamilton Electric subject to State and FHWA approval.

Adjourned Meeting
Bend City Commission
August 6, 1976

An adjourned meeting of the Bend City Commission was held at 5:30 p.m., August 6, 1976 in the City Hall with Mayor Stenkamp presiding. Upon roll call the following Commissioners were present: Dick Carlson, Clay Shepard, Chet MacMillan and Joh Stenkamp.

City Manager Art Johnson discussed the bids that had been opened at 11:00 a.m. for construction of the Newport-Greenwood FAUS 3317 project. He stated alternative had been included in the bid specifications to submit a combined bid (excavati concrete, paving, and landscaping) or to submit individual bids on any portion of t work. The following bid analysis summation was then read by the City Manager:

Combined Bid (Excavation, Concrete, Paving & Landscaping)

R. A. Hatch Co.	$114,846.70	(+48.1%)
Engineer's Estimate	77,539.50	

Recommend against the award of a combined contract.

Excavation Bid

R. L. Coats	$ 21,308.00	(-7.1%)
Jack Robinson & Sons	29,754.00	(+29.8%)
Engineer's Estimate	22,931.50	

Recommend an excavation contract be awarded to the low bidder, R. L. Coats subject to State and FHWA approval.

Concrete Bid

Jack Waterfield Construction	$ 16,410.28	(-9.5%)
Bob Wilson Curb Cont.	19,464.34	(+7.3%)
Douglas S. Coats Const.	22,303.10	(+22.9%)
Engineer's Estimate	18,142.50	

Recommend a concrete contract be awarded to Jack Waterfield Construction subject to State and FHWA approval.

Paving Bid

R. L. Coats	$ 25,776.50	(-15.7%)
Central Oregon Pavers	40,449.00	(+32.3%)
Bend Aggregate & Paving	42,100.00	(+37.7%)
Engineer's Estimate	30,580.00	

Recommend a paving contract be awarded to R. L. Coats subject to approval of the State and FHWA.

Landscaping Bid

Alpine-Land Inc.	$ 6,206.00	(+5.4%)
Madras Landscaping	9,050.00	(+53.8%)
Engineer's Estimate	5,885.50	

Recommend a landscaping contract be awarded to Alpine-Land Inc. subject to approval of the State and FHWA.

The City Manager pointed out that by taking the individual low bidders, the to cost for excavation, concrete, paving and landscaping will be $69,700.78 as compare to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware itself, which totals $20,000, has been taken out of the State Highway Division's st [illegible] First Street Shop area. The bid for traffic signal

1905
CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

August 13, 1976

Mr. Michael P. Hollern, President
Brooks-Scanlon Inc.
S. E. Wilson
Bend, OR 97701

Dear Mike:

At last I believe there is a light at the end of the tunnel and we should see the realignment project of Newport-Greenwood completed this fall.

I am enclosing a copy of the bids we received and you will note they are attractive bids and the total project will be below estimate. I am confident it would not have been under estimate if we had used the standard State Highway procedure. As an example, the City Manager of Newport told me the FAU project along the sea wall cost twice as much as a contiguous project that was constructed under City of Newport procedures.

We are planning to document the project as a case history to indicate what we went through to get to this point. The local resident engineer, the regional staff and most of the hiearchy of the State Highway Division, including Fred Klaboe, were extremely cooperative. The same spirit of cooperation was exhibited by the Federal Highway Administration, but we encountered our prime opposition and delay with the Design Division of the State Highway Division. They nit picked us to death, because we were trying to do something different than their archaic procedures. There is no question in my mind that with a reduction of work in the department, the Civil servants want to cycle and recycle every project. As we were designing it, we were taking work away from them and we paid pennance for it. Our regional staff was upset with the design staff in Salem, and let them know in no uncertain terms.

I like to think we broke some ground that will in the end, result in making it easier for other cities and stretch the Federal Arterial Urban funds further. As a member of the Transportation Commission, I thought you would be interested and if you would like any additional information, just let me know.

Sincerely,

Art

Arthur R. Johnson
City Manager

ARJ:at

Encl.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 26, 1976

FILE:

NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Arthur R. Johnson's Letter
FAU Project
City of Newport

According to Mr. Johnson, Bend City Manager, the city manager of Newport was quoted as saying that the FAU Project in Newport will cost twice as much as a contiguous city project. The FAU Project in the City of Newport is the SW Lee Street-SE Fogarty Section of Bay Blvd. This is planned as a 44' wide curb section and is 1,900' long. The estimated cost of the FAU Project would be $82,780 using the City of Newport's prices and procedures.

The City of Newport's contiguous street project is 1,700' long, varies from 40' to 42' in width and did cost $63,000.

8418 The FAU Project is longer, wider, involves a greater quantity of work and costs $19,000 more based on comparitive estimates.

In conclusion the FAU Project is larger and costs more. The final determination of how much more will come at the time of the bid openings.

JHV:jh

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR
Info Inves R/D D/R Sign Alt File

8418 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 26, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Arthur R. Johnson's Letter
Lafayette-Newport (Wall St.) Sec.
FAUS 3317
City of Bend

This is in reference to Arthur R. Johnson's, City Manager of Bend, letter of August 13, 1976, which stated "We encountered our prime opposition and delays with the Design Division of the State Highway Division".

As near as I can determine no one in Preliminary Design or in Final Design had any contact with Mr. Johnson or any involvement in the development of the plans for the Newport-Greenwood Project.

At the request of Program Management Mr. Swenson did review the project specifications to determine if they conformed to current contracting practices.

I was disappointed that the Design Section was identified as being a prime opposition to the project when in reality we were not involved.

JHV:jh
cc: F. B. Klaboe
Carl Williams

RECEIVED
DOT OPERATIONS
AUG 27 '76
REFER TO
FOR

Info	Imed	R/D	D/A	Sign	Act	File

NOTED
F. B. KLABOE

8421

FORM 81-734-3030

FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 8, 1976

R O Havig

FROM: Richard O. Havig
Regional Office Engineer

SUBJECT: Lafayette Ave.-Newport Ave. (Bend)
Approved Contract

TO: Duane Ridings
Project Management Section

Enclosed are two copies of an approved contract on subject section. The contract is for landscaping with Alpine Land, Inc., and is for $6,206. 8421

Copies of the other four contracts on subject section were sent to you yesterday.

ROH:mr

enclosures

cc: Bob Church w/attachment
Wil Robertson w/attachment

Copies of contracts
on file in
Room 121-
FR

PROJECT MANAGEMENT
SEP -9 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | [illegible]

[illegible]

8418

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Bend, Oregon 97701

September 7, 1976

R.O. Havig

FROM: Richard O. Havig
Regional Office

SUBJECT: Lafayette Ave.-Newport Ave. (Bend)
Approved Contracts

TO: Duane Ridings
Project Management Section

Enclosed are two copies of approved contracts for subject section. I am also sending one copy to Contract Payments. The contracts are:

Jack Waterfield Construction Company	$16,410.28	8419
R. L. Coats	21,308.00	8418
R. L. Coats	25,776.50	8420
Hamilton Electric, Inc.	14,532.00	8422

ROH:mr

enclosures

cc: Bob Church
Wil Robertson

PROJECT MANAGEMENT

SEP - 8 '76

REFER TO:

FOR

Info | Investigate | R/D | Action | File | Letter

Copies of contracts
on file in Room 121

Group 1 - 100% (each prefix)
Prefix No. 309-1950 P.E.
Contract No. 8418
Prefix No. 309-1090
Contract No. 8419
Prefix No. 309-1091
Contract No. 8420
Prefix No. 309-1092
Contract No. 8421
Prefix No. 309-1093
Contract No. 8422
Prefix No. 309-1094

Furnishing and Planting Globe Arborvitae	5 only	15.00	$ 75.00
Sod Lawn	All Required		1,080.00
Irrigation System	All Required		2,027.00
	Subtotal		$ 6,206.00
	Engineering		620.00
	Total		$ 6,826.00

Type Code Y031
Traffic Signal Installation
Intersection of Wall St. at Greenwood Ave. (contract 84/22)

Traffic Signal Installation, Complete	All Required	$14,532.00

Anticipated Item

State Contract Supplied Material	All Required	$17,308.00
	Subtotal	$31,840.00
	Engineering	2,184.00
	Engineering (Signal Controller Testing)	1,000.00
	Total	$35,024.00

Length of Project - - - - 0.299 Mile
Cost of Roadway Per Mile- $243,575.25*

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 9,000	$ 7,036	$ 982	$ 982
Roadway Excavation 309-1090	26,424*	20,660	2,882	2,882
Roadway Concrete 309-1091	18,051*	14,113	1,969	1,969
Roadway Paving 309-1092	28,354*	22,170	3,092	3,092
Landscaping 309-1093	6,826	5,336	745	745
Traffic Signals 309-1094	35,024	27,384	3,820	3,820
Totals	$123,679	$96,699	$13,490	$13,490

Concrete Driveway (6-inch)	2,280 sq.ft.	1.00	$ 2,280.00
Drilled Holes	2 only	325.00	650.00
Additional Lineal Feet of Drilled Holes	100 lin.ft.	6.00	600.00
Double Catch Basin	2 only	276.00	552.00
Rock Retaining Wall	316 sq.ft.	3.00	948.00
	Subtotal		$16,410.28
	Engineering		1,640.72
	Total		$18,051.00

Type Code 6201
Roadway, Paving (contract 8420)

1-1/2" - 0 Aggregate Base	1,466 ton	4.00	$ 5,864.00
Class "C" Asphalt Concrete	1,335 ton	14.50	19,357.50
Asphalt Concrete Patching - Class "C"	185 sq.yd.	3.00	555.00
	Subtotal		$25,776.50
	Engineering		2,577.50
	Total		$28,354.00

Type Code Y003
Landscaping (contract 8421)

Furnish and Place Bark and Rocks	All Required		$ 365.00
Drinking Fountain	1 only	625.00	625.00
Park Benches	6 only	95.00	570.00
Furnishing and Placing Topsoil	250 cu.yd.	3.50	875.00
Furnishing and Planting Pin Oak Tree	4 only	30.00	120.00
Furnishing and Planting Red Maple Tree	1 only	70.00	70.00
Furnishing and Planting Golden Pfitzers	9 only	16.00	144.00
Furnishing and Planting Juniper Pfitzers	15 only	13.00	195.00
Furnishing and Planting Dwarf Muhos	3 only	20.00	60.00

G-file ✓

Oregon State Highway Division
Salem, Oregon, October 5, 1976

Federal-aid Project
No. M-3317(1)

LAFAYETTE AVE.-NEWPORT AVE. (BEND) SECTION
FAU 3317 (N.W. WALL ST.)
DESCHUTES COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00

Type Code 6201
Roadway, Excavation [Sta. (-)2+75 to Sta. 3+15][Newport Ave.][Sta. 1+30 thru Eq. 7+30.7 Bk = 0+00 Ah to Sta. 3+80][N.W. Wall St.] (Contract 8418)

Clearing and Grubbing	All Required		$ 5,000.00
Remove Tree, Class III	1 only	100.00	100.00
General Excavation	2,003 cu.yd.	7.00	14,021.00
Curb Backfill	800 lin.ft.	1.00	800.00
Saw Concrete	185 lin.ft.	2.00	370.00
Watering	131 M-gal.	7.00	917.00
Excavation, Catch Basin	5 cu.yd.	20.00	100.00
			$21,308.00

Anticipated Items

Work by City of Bend (Water, Sewer)	Lump Sum	2,714.16
	Subtotal	$24,022.16
	Engineering	2,401.84
	Total	$26,424.00

Type Code 6201
Roadway, Concrete (Contract 8419)

16-inch Concrete Curb, OSHD Type "C"	1,832 lin.ft.	2.20	$ 4,030.40
12-inch Concrete Curb, City Standards	75 lin.ft.	1.80	135.00
Concrete Sidewalk	7,602 sq.ft.	0.74	5,625.48
Concrete Sidewalk, Exposed Aggregate	1,766 sq.ft.	0.90	1,589.40

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 0-11-11	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Deschutes Project No. H-3317(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lafayette Ave.-Newport Ave. (Bend) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-20-75	0.299
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-76	0.299
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 123,679	FEDERAL FUNDS $ 96,699

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
~~Deputy~~ State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
for G. L. Green *(Division Administrator)*
Date executed by Division Administrator OCT 13 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

8422 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 3317(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-54

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO Quilici
FOR

DATE PS&E APPROVED 7-21-76	DATE AUTHORIZATION EFFECTIVE 11-5-76	FEDERAL ROUTE NUMBER FAU 3317
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Lafayette Ave. - Newport Ave. (Bend) "

GENERAL DESCRIPTION OF WORK:

Furnish and install traffic control signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED XXXXXXXXXX XXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-10-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the amount of $796 - Federal Funds $622.

DATE: 12-9-76

SIGNATURE OF APPROVING OFFICIAL: G.K. [illegible] for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

C & A 5339 6-18-75
C & A 5615 4-5-76

Folders Contain
8419
8420
8421
8422

8418 Lafayette Ave.-Newport Ave. 1976
(Bend) Sec.
(Excavation) #2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 3, 1977

FILE: CON 5 #8421

OK

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Newport Ave.-Greenwood Ave.
(Landscaping)
Contract No. 8421
Request for Time Extension

Herewith request from Alpine Land, Inc. for an 18-day time extension because of delays in curb and sidewalk work performed in the project area under separate contracts, and one added price agreement. Price Agreement No. 2 recognized three days time value when it was approved, so only 15 days liquidated damages have been assessed at $100 per day on this project.

Thirty-five (35) days were allowed on this landscape contract which is the same as the time allowed on the excavation and paving work. The City now recognizes that this was not realistic. It would have been logical to allow at least another week for the landscaping. Delay in the performance of the concrete walk and curb work under a separate contract (which is the subject of a separate time extension) in turn delayed this landscaping. This contract was complete, however, November 26, so the entire project (all five contracts) were completed by that date.

Time on this contract was set up on a workday basis and I note that several days were not charged. The time and liquidated damages are covered by APWA specifications (1970) which include a broad provision that the contracting agency may grant such additional time extension as it feels is warranted. I would concur that the requested extension is warranted in this case to delete all liquidated damages.

This is an FAUS project engineered by the City of Bend. Rough draft letters to FHWA and to the City of Bend are attached. The City is the contracting agent even though the State processes and makes all contract payments.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

this or any subsequent time: and when so assessed by the Contracting Agency, the Contractor shall become liable for and shall pay to the Contracting Agency as liquidated damages and not as a penalty said sum per day for each and every calendar day of such delay. When the amount of liquidated damages is not stated in the Special Provisions, it is agreed by the parties to the contract that the amount of liquidated damages shall be One Hundred Dollars ($100.00) per day for each and every calendar day of such delay. The amount of such liquidated damages may be deducted by the Contracting Agency from any compensation due, or that may become due, the Contractor under his contract, and the Contractor and his sureties shall be liable for any excess.

It is further agreed that if the work is not finished and completed in all parts and requirements within the number of calendar days as specified therefor in the contract or any lawful extension thereof as provided herein, the Contracting Agency will have the right to extend the time for completion if to do so seems best to serve its interests; and in case said Contracting Agency decides to so extend the time limit for the completion of the work, it shall have the further right to charge to the Contractor, his [illegible] costs of engineering, inspection, supervision, and other overhead expenses, that are directly chargeable to the contract and accrue during the period of such extension, and deduct the amount thereof from the final payment for the work; provided, however, that the cost of the final survey and preparation of the final estimate will not be included in such charges.

In the event that the Contractor is directed to perform extra or additional work, the number of calendar days specified in the contract shall be extended by an amount determined by application to the original number of calendar days of the ratio that the value of the extra or additional work bears to the original contract value.

Should the nature of the extra or additional work be such that the Contractor believes that a longer time extension should be granted than that computed by the above procedure, he may notify the Engineer in writing.

The Contracting Agency may grant such additional time extension as it feels is warranted.

Should any default, act or omission of the Contracting Agency, act of the State, act of public enemy or act of God, epidemic, quarantine restriction, strike, freight embargo, fire or flood cause any delay in the completion of the work the Contractor will not be assessed for liquidated damages nor engineering or other overhead charges for the period of such delay, provided that he shall, within ten (10) days subsequent to the beginning of any such delay, file a written report as to the cause thereof with the Engineer, who will ascertain the facts relative thereto and the extent of the delay, and whose finding in connection therewith shall be final and conclusive. The Contracting Agency shall not be liable to the Contractor for any damages on account of such delay.

8.06 RESPONSIBILITY OF CONTRACTOR AND OF CONTRACTOR'S REPRESENTATIVE ON THE WORKS

The Contractor shall give his personal attention and supervision to the work until same is entirely completed. In the absence of the Contractor from the work, he shall have a representative in charge who shall be competent to superintend and direct the progress of the work and who shall be authorized to receive instructions and to act for the Contractor on all matters relating to the work. The name, address and telephone number of this representative shall be sent by letter to the Engineer immediately after the awarding of the contract.

8.07 PROVISIONS RELATING TO DEFAULT BY CONTRACTOR

If, at any time, the Contractor shall neglect or refuse to prosecute the work with reasonable diligence, or should refuse or neglect to perform the work according to the drawings and specifications, as interpreted by the Engineer, the Contracting Agency will give him written notice to proceed. If the Contractor fails to comply with such notice within a period of seven (7) days, he shall be in default of the contract. The Contracting Agency will have the right, without further notice to the Contractor, and without voiding the contract, to take possession of all materials, to complete the work, and to charge cost of so doing against the Contractor. Should the unpaid balance of the contract price exceed the expense of finishing the work, including compensation for additional managerial and administrative services, such excess shall be paid to the Contractor. If such expenses shall exceed the balance due the Contractor, the Contractor and his bondsmen agree to pay the excess to the Contracting Agency.

Notice, for the purposes of this section, may be served personally, or may be served by mail, addressed to the Contractor and his surety at their respective places of business as indicated in the contract documents.

The determination by the Engineer of the question as to whether any of the terms of the contract or specifications have been violated, or have not been performed satisfactorily, shall be conclusive upon the Contractor, his surety, and any and all other parties who may have any interest in the contract or any portion thereof.

8.02 CONTRACTOR'S CONSTRUCTION SCHEDULE

Before starting work, the Contractor shall submit for approval his proposed construction schedule to the Engineer. In the event the Contractor desires to carry on operations in more than one location simultaneously he shall submit for approval a schedule therefor two weeks in advance of beginning such operations. In the event that the Contractor's proposed construction schedule does not meet the necessary construction program schedule as determined by the Contracting Agency, he may be required to resubmit a schedule that shall conform to an approved program of construction operations. The Contractor must obtain from the Engineer written approval of a construction schedule prior to start of work.

8.03 SUSPENSION OF WORK

The Engineer shall have the authority to suspend the work wholly or in part for such periods as may be necessary because of unsuitable weather or unforeseen conditions or the failure of the Contractor to carry out lawful orders to comply with any of the provisions of the contract. The Contractor shall immediately suspend work when so ordered, and he shall resume work after such suspension only on written instructions from the Engineer. Upon receipt of such instructions to resume work, he shall immediately proceed with the work.

If through the fault of the Contracting Agency, the Contractor must suspend operations and incurs expenses or sustains losses which could not have been avoided by the judicious handling of forces and equipment and if by a diligent prosecution of the work he could not have completed the work before such suspension, the Contractor will be paid such amounts as may be agreed upon between the Contractor and the Contracting Agency to be a fair and reasonable compensation and a commensurate extension of contract time will be granted.

If work is suspended through no fault of the Contracting Agency, all such expenses and losses incurred by the Contractor during such suspensions of work shall be borne in full by him. In the event the Contractor fails to properly provide for public safety, traffic, and protection of the work during periods of suspension of work, the Contracting Agency may elect to do so, and deduct the cost thereof from monies due the Contractor.

8.04 TIME OF COMPLETION

The Contractor shall complete the work called for under the contract in all parts and requirements within the number of calendar days set forth in the contract. Unless otherwise provided, all work shall be performed during normal working days. A working day is defined as any day except Saturdays, Sundays, legal holidays, days on which the Contractor is

specifically required by the contract to suspend construction operations, and days on which the Contractor is prevented from working by inclement weather or interference from utility relocation or alteration work. Credit for inclement weather or interference from utility relocation or alteration work will be allowed only when the Contractor is prevented by such weather or utility work or conditions resulting immediately therefrom, from proceeding for at least five hours with at least 75% of the normal labor and equipment force engaged in the current controlling operation or operations.

Should the Contractor prepare to begin work at the regular starting time in the morning of any day on which inclement weather or the conditions resulting from the weather, or the condition of the work, prevents the work from beginning at the usual starting time and the crew is dismissed as a result thereof, the Contractor will not be charged for a working day whether or not conditions should change thereafter during said day and the major portion of the day could be considered suitable for such construction operations.

The current controlling operation or operations is to be construed to include any feature of the work which, if delayed at the time being considered, could delay the completion of the work beyond the contract period.

Determination of each nonworking day except Saturdays, Sundays, legal holidays, and days on which the Contractor is specifically required by the contract to suspend construction operations shall be made and agreed upon during such day by conference between the Engineer and the Contractor. In the event of failure to agree, the Contractor will be allowed 15 days in which to file a written protest setting forth in what respects he differs from the Engineer. Otherwise the decision of the Engineer shall be deemed to have been accepted by the Contractor as correct.

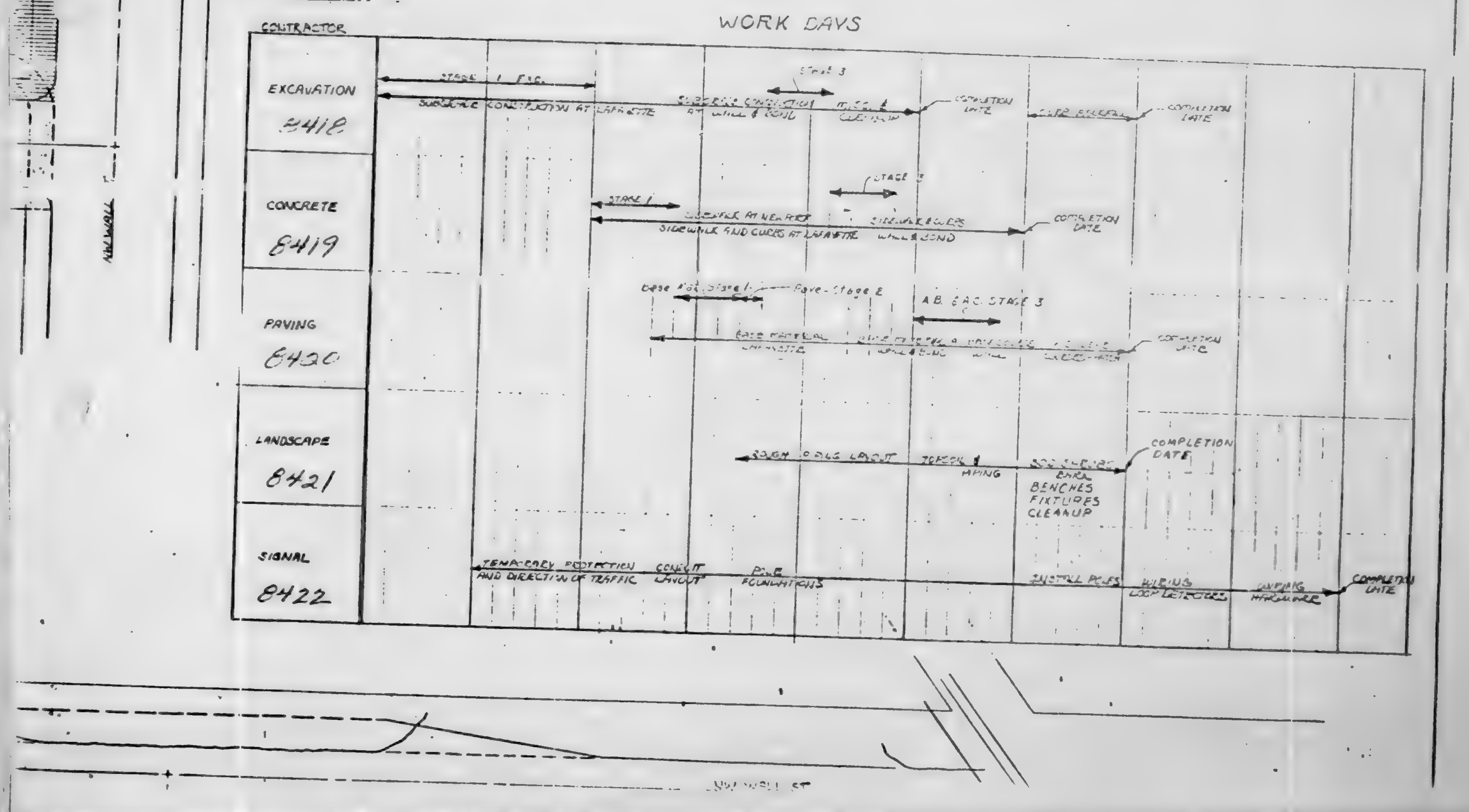
8.05 LIQUIDATED DAMAGES

It is agreed by the parties of the contract that in case all of the work required under the terms of this contract is not completed within the number of calendar days as specified therefor in the contract or any lawful extension thereof as provided herein, damage will be sustained by the Contracting Agency as a result thereof, but to definitely determine and ascertain the actual amount of such damage, either before or after the occurrence thereof would be difficult and impractical. The sum stated in the Special Provisions for liquidated damages for each and every calendar day that the completion of said work is delayed beyond the prescribed completion date, or lawful extension thereof, is hereby stipulated as being the nearest and most exact measure of such damage than can be fixed at

LAFAYETTE AVE.-NEWPORT AVE. (BEND) SEC. FAUS 3317 (WALL ST.) DESCHUTES COUNTY				SHEET NO. 7
FED. ROAD DIV. NO. 10	STATE OREGON	PROJECT NUMBER M-3317(1)	FISCAL YEAR 76-77	TOTAL SHEETS SEE INDEX

CONSTRUCTION SCHEDULE

THIS SCHEDULE IS INTENDED TO BE A GUIDELINE TO PUT EMPHASIS ON THE COORDINATION NECESSARY AMONG CONTRACTORS IN ORDER THAT THE WORK BE COMPLETED IN A TIMELY MANNER. THE NEWPORT AVE. REALIGNMENT PORTION OF THE PROJECT HAS PRIORITY OVER OTHER PHASES OF THE WORK, HOWEVER THE REMAINING WORK SHOULD BE PERFORMED SIMULTANEOUSLY.



SP 8.05 LIQIDATED DAMAGES

The contractor will be assessed one hundred dollars ($100.00) liquidated damages for each work day the work of a specific stage exceeds the number of work days specified in SP 8.04 TIME OF COMPLETION. In lieu of calendar days, as specified in 8.05 Liquidated Damages of the APWA Specifications, insert "work days". All other provisions of 8.05 Liquidated Damages are applicable.

SP 8.11 SUB CONTRACTS

The bidder shall submit the names of all sub-contractors with his proposal, and list the work each sub-contractor will be performing.

SP 8.12 CERTIFICATE OF COMPLIANCE

The contractors attention is directed to the requirements of this section in the APWA Specifications.

SECTION SP - 9

MEASUREMENT AND PAYMENT

SP 9.05 PAYMENT

Progress payments will be made by the State of Oregon in accordance with Section 109 of the Standard Specifications for Highway Construction.

SECTION SP - 8

PROSECUTION AND PROGRESS

SP 8.01 PROGRESS OF THE WORK

The contractor shall commence work within five (5) calendar days after date of contract.

SP 8.02 CONTRACTORS CONSTRUCTION SCHEDULE

A construction schedule showing the broad phases of the work has been prepared by the City. The purpose of this broad schedule is to show the overlapping of the various phases of the total project. It shall be the responsibility of each contractor to develop a specific schedule for his phase of the work and coordinate it with the work of other contractors. The stages for construction phases are shown on the construction plans.

SP 8.04 TIME OF COMPLETION

The contractor shall complete the work called for under the contract in all parts and requirements within the number of work days set forth below;

Combined Contract	35 days
Excavation Contract	
Stage 1	10 days
Stage 3	21 days
Total Excavation Contract	35 days
Concrete Contract	
Stage 1	14 days
Stage 3	24 days
Total Concrete Contract	30 days
Paving Contract	
Stage 2	18 days
Total Paving Contract	35 days
Landscape Contract	35 days
Signal Contract	45 days

If a combined contract is awarded, the completion time for the included stages, as listed above, will not be applicable.

In the overall public interest, it would be difficult to show damages from the late completion of just this concrete contract. I therefore concur in granting the request, but believe we should send it through FHWA. Our delegated authority was not intended to cover non-standard contracts like this. The City of Bend is the contracting agent, but the State processes and makes the contract payments in the first instance. Rough draft letters to FHWA and to the City are attached.

JAB:fr

Att.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 # 8419

Salem, Oregon
January 14, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Newport Ave.-Greenwood Avenue
Contract No. 8419
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

OK

Herewith request from Jack Waterfield Construction for a three-part time extension amounting to a total of 15 days which would delete all liquidated damages on this project. This is one of the five separate contracts covering this Urban System project which was engineered by the City of Bend. This contract covers the concrete work.

The contract time and liquidated damages portion of the contract is covered by APWA specs. Some pertinent sections from the special provisions and standard specs. are attached. The amount of this contract was $16,410 and the time is set up in three stages in workdays with the time starting on all five contracts concurrently.

The subject contract was complete October 29 with 15 days liquidated damages assessed at $100 per day. The reasons offered for the extension are:

Delay on excavation performed under a separate contract ahead of this concrete work.
Delay on the part of the City in installing a water service in this contract area; and added quantities of sidewalk and curb replacement.

	Bid item	Plan	Actual	
8.	16" Conc. Curb	1832 lin. ft.	1865	+ 1.8%
10.	Conc. Sidewalk	7602 lin. ft.	9103	+19.7%

Apparently the criteria for time extension that applies here is entirely different than under standard OSHD specs. The APWA specs. include the statement, "The contracting agency may grant such additional time extension as it feels is warranted." The complete extension is recommended by the Bend City Engineer and our Region 4 office.

The records available to us on this entire project are poor. In view of the broad authority under this specification for granting time extension, I conclude it would serve no good purpose to spend even more time seeking clarification of some of the details. Separate requests for time extension are being processed for the landscape portion of this project (Contract 8421) and for the excavation (Contract 8418). The contracts are all completed.

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8418

Salem, Oregon

January 14, 1977

JB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Lafayette Ave.-Newport Ave. (Bend)
Contract No. 8418
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

OK

R. L. Coats has requested extensions on two phases of this contract which would delete all liquidated damages. This is the excavation contract (one of five contracts for the total project) which had three phases set up by a construction schedule which was part of the plans with days starting concurrently on all five contracts.

On the first stage which covered subgrade construction at Lafayette Street (10 days allowed) the contractor cites work interruptions by other contractors and by City forces. Three days liquidated damages have been assessed on this phase at $100 per day. Actually the contractor started work on this phase late. The day count started August 31 and the contractor did not start work until September 7 and there are apparently no change orders affecting this phase. This was the first work to be done on the entire project, so there was no interference from other contractors, or the City on this early stage. The City and Region recommend that this part of the request be denied and we concur.

The second part of the request applies to the over-all 35 day completion requirement, where 2 days liquidated damages have been assessed at $100 per day. The contractor cites the same reasons, mainly conflict from other contractors and City forces for time in mid-September. Not cited by the contractor, but a valid reason for extension is Price Agreement No. 1 which added a significant amount of concrete walk removal. The 2 days extension needed is recommended by the City and the Region office and we concur. The above recommendations would refund $200 liquidated damages and leave $300 in effect.

Time and liquidated damages are covered by APWA specifications (1970) which include a broad provision that the contracting agency may grant such additional time extension as it feels is warranted. This is an FAUS project engineered by the City of Bend. The City is the contracting agent, but the State processes and makes all contract payments. Rough draft letters to FHWA and to the City of Bend are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8421

January 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Newport Avenue-Greenwood Avenue
(Landscaping)
FAP No. M-3317(1)
Contract No. 8421

We have a request from Alpine Land, Inc. for an 18-day time extension because of delays in curb and sidewalk work performed in the project area under separate contracts, and one added price agreement. Price Agreement No. 2 recognized three days time value when it was approved.

Thirty-five (35) workdays were allowed on this landscape contract which is the same as the time allowed on the excavation and paving work done under separate contracts. The City now recognizes that this was not realistic. It would have been logical to allow at least another week for the landscaping. Delay in the performance of the concrete walk and curb work under a separate contract (which is the subject of a separate time extension) in turn delayed this landscaping. This contract, however, was complete November 26, so the entire project was completed by that date.

The time and liquidated damages are covered by APWA specifications (1970) which include a broad provision that the contracting agency may grant such additional time extension as it feels is warranted. We believe the requested extension is warranted in this case to delete all liquidated damages and ask your concurrence on behalf of the City of Bend.

Very truly yours,

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

E. S. Hunter
Deputy State Highway Engineer

JAB:fr ja

The second part of the request applies to the overall 35-day completion requirement, where two days' liquidated damages have been assessed at $100 per day. The contractor cites the same reasons (mainly, conflict from other contractors and City forces) for time in mid-September. Not cited by the contractor, but a valid reason for extension, is Price Agreement No. 1 which added a significant amount of concrete walk removal. The two days' extension needed is recommended by the City and the Regional Office and we concur.

The above recommendations would refund $200 liquidated damages and leave $300 in effect. We ask your concurrence.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

B/up

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Lafayette Avenue-Newport Avenue
FAUS 3317(1)
Contract No. 8418

R. L. Coats has requested extensions on two phases of this contract which would delete all liquidated damages. This is the excavation contract (one of five contracts for the total project) which had three phases set up by a construction schedule which was part of the plans, with days starting concurrently on all five contracts.

Time and liquidated damages are covered by APWA specifications (1970) which include a broad provision that the contracting agency may grant such additional time extension as it feels is warranted. This is an FAUS project engineered by the City of Bend. The City is the contracting agent, but the State processes and makes all contract payments.

On the first stage which covered subgrade construction at Lafayette Street (10 days allowed) the contractor cites work interruptions by other contractors and by City forces. Three days' liquidated damages have been assessed on this phase at $100 per day. Actually, the contractor started work late on this phase. The day count started August 31 and the contractor did not start work until September 7; there are apparently no change orders affecting this phase. This was the first work to be done on the entire project, so there was no interference from other contractors or the City on this early stage. The City and Regional Office recommend that this part of the request be denied and we concur.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Bid Items 8 and 10 for curb and sidewalk overran 1.8 and 19.7 percent respectively. The sidewalk overrun is significant.

The criteria for time extension that applies here is entirely different than under standard Oregon State Highway Division specifications. The APWA specifications include the statement "...The contracting agency may grant such additional time extension as it feels is warranted..." The complete extension is recommended by the City Engineer of Bend and our Regional Office.

We ask your concurrence in a 13-day extension on the overall phase, with 2 days concurrent on the earlier phases to delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

Blup

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Newport Avenue-Greenwood Avenue
FAP No. M-3317(1)
Contract No. 8419

Jack Waterfield Construction has submitted a three-part request for time extension amounting to a total of 15 days which would delete all liquidated damges on this project. This is one of the five separate contracts covering this Urban System project which was engineered by the City of Bend. This contract covers the concrete work.

The contract time and liquidated damages portion of the contract is covered by APWA specifications. Some pertinent sections from the special provisions and standard specifications are attached. The amount of this contract was $16,410 and the time is set up in three stages in workdays with the time starting on all five contracts concurrently.

The subject contract was complete October 29, with 15 days' liquidated damages assessed at $100 per day. The reasons offered for the extension are:

> Delay on excavation performed under a separate contract ahead of this concrete work.
>
> Delay on the part of the City in installing a water service in this contract area, and added quantities of sidewalk and curb replacement.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8422

Order No. 3

Date January 28, 1977

Section Lafayette Avenue-Newport Avenue

F.A.P. No. M (3317) 1

Highway FAUS 3317

Prefix 309-1094 Account No.

County Deschutes

Description of Work To Be Done:

Realign pedestrian crosswalk on Wall Street, adjacent to the south side of Newport Avenue. Remove existing stripes and add separate pedestrian signal head. Refer to attached sketch.

Location by Station Numbers:

Estimate of Quantities and Costs:

Materials	$223
Sandblasting	100
Striping	100
Close to Ped. Sign	100
Elec. Crew ($170 x 3)	510
Equipment ($46 x 3)	138

Explanation:

Specialized equipment needed to adjust pavement markings. Hamilton Electric, Inc. has completed traffic signal contract work and is no longer on site.

State has agreed to supply signal equipment.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $ 36,456.80

Present estimate of project cost, including $ 1,171.00 for work under this order $ 37,627.80

Expected under-run / over-run (amount) $ 1,171.00

Expected under-run / over-run (per cent) 3%

Space to right of this line is for use of Salem Office

Submitted by: John Joyce, Resident Engineer

2-8/77

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

Projects with Construction
Engineering by Outside Parties
Page 2

8386 Carol Ave.-Maxwell Road
George Price, Resident Engineer, Lane County

$ 740,761.80 (M) Region 3

8402 Frazier Creek Bridge
Devco Engineering, Inc., Resident Engineer

$ 37,025.00 (RS) Region 2

8404 Hunter Creek Bridge
Oregon Bridge Engineering Company, Resident Engineer

$ 125,347.00 (RS) Region 3

8408 Thomas Creek and Cox Creek Bridges
Barry E. Norris, Resident Engineer

$ 106,074.60 (RS) Region 4

8410 Beltline Road @ Coburg Road (Eugene)
George Price, Resident Engineer, Lane County

$1,263,501.00 (M) Region 3

8414 S.W. 6th Ave. & DeHaven St. (Milton-Freewater)
Jim D. Dwyer, P.E., Resident Engineer

$ 99,376.00 (OS) Region 5

8/9/76

PROJECTS WITH CONSTRUCTION ENGINEERING

By Outside Parties

8300 Milton & Beaver Creek Bridges
Oregon Bridge Engineering Company, Resident Engineer

$ 293,519.00 (RS) Region I

8302 Candlelight Drive-Louis Street (Eugene)
Bert S. Teitzel, Resident Engineer, City of Eugene

$ 679,531.00 (M) Region 3

8320 Hawthorne Bridge
Oliver J. Domreis, Resident Engineer, Multnomah County

$ 283,333.00 (M) Region I

8321 N.E. Union Ave.-N. Borthwick Ave.
Ken Wheatley, Resident Engineer, Multnomah County

$ 516,220.25 (M) Region I

8337 Hawthorne Bridge
Oliver J. Domreis, Resident Engineer, Multnomah County

$ 136,[illegible]7.00 (M) Region I

8345 Little Butte Creek Bridge
Robert J. Carstensen, Resident Engineer, Jackson County

$ 131,370.00 (OS) Region 3

8348 DeFord Creek Bridge
Kraus & Dalke, Resident Engineer

$ 152,038.00 (RS) Region 2

8354 N. Oswego Ave.-N. Burr Ave. (Portland)
Wayne Oberding, Resident Engineer, City of Portland

$ 623,435.50 (M) Region I

8370 Tillamook River (Burton) Bridge
Oregon Bridge Engineering Company, Resident Engineer

$ 357,957.50 (OS) Region 2

8378 Evergreen Creek Bridge
Kraus & Dalke, Resident Engineer

$ 70,918.15 (RS) Region 2

Recommendation

We recommend that:

1. Guidelines be developed for use by political subdivisions outlining project management criteria applicable to Federal-aid projects.
2. Applicable guidelines be discussed prior to work by all parties.
3. A preaward review be made to determine that a political subdivision's construction accounting system and practices are adequate.
4. A review be made of project records by the OSHD Final Estimates Engineer prior to final payment to determine conformity to measurement criteria.
5. Costs not properly supported be considered nonparticipating.

3. Materials paid by Lump Sum

Contract 8422

Estimate No. 1 dated 10-14-76 showed payment on Item No. 1 - Traffic Signal Installation of $2,200.

The contractor submitted a bill for $2,200. Project personnel considered this to represent at least 15% of the cost. They felt that the contractor had actually performed more work than he claimed. There was no documentation to support the basis for payment (a review of Inspector's daily reports did show that the contractor had been working on the installation).

FHPM 6-4-1-6 provides that source documentation, such as haul tickets, be validated at both the point of loading and delivery. OSHD Standard Specifications, used as a part of the contracts involved, requires that a weighman be provided by the City. In addition, there is a provision that there be assurances that quantities of completed work are determined accurately and that source documentation be a matter of record.

These deviations from generally accepted practices are the result of the City's personnel being unfamiliar with documentation requirements for Federal-aid projects. Secondly, the City has a nominal staffing which did not enable them to provide full time inspector. City documentation requirements are more along informal lines than those of a State Highway Agency.

The City Engineer stated that they had accepted tickets prepared by the County employee. They also accepted the tickets prepared by the same person after that person had become an employee of the contractor. The City does not have any formal requirements. The City Engineer also stated that perhaps a checklist of requirements would have helped. State personnel indicated that they had advised the city that documentation was an essential element of all Federal-aid projects. Copies of various State forms were provided to the city for documentation purposes. The State intended to, after our discussion, send an employee to City to review and assist them in their documentation practices.

This project illustrates a need for the development of acceptable guidelines for small communities with limited resources. If these are not developed, future projects of this type and others will be suspect. The time consumed in reviews of projects that are not provided with adequate guidelines will result in an inefficient and ineffective use of both State and Federal resources.

Item 1 - Quantities of Completed Work Need to be Determined Properly and Accurately

The methods employed in preparing project documentation did not provide assurance that quantities of completed work were determined accurately and receipted properly. Nor were the methods used employed on a uniform basis. The following are based upon practices of the City:

1. Material Measured by Weight

   Contract 8420

   Item 17 - Aggregate Base
   Item 18 - Cl.C. Asphalt

   The City did not provide a representative at the point of loading. Initially the representative at this point was a county employee. The City accepted that persons work as being reliable. That person left the employ of the County on 10-8-76 and went to work for the supplier. The City continued to accept weigh tickets prepared by this person after she was employed by the supplier.

   The City did not provide a fulltime inspector at the job site. As a result, materials receipts were not always prepared at the point of delivery.

   Weigh tickets were not prepared in a consistent fashion. Nor did they fully identify the project or the contracts involved.

   Amounts paid on Estimate No. 1 for Items 17 - $3,107.96 and 18 - $1,226.12 were not receipted at the point of delivery. In addition, there were no weigh tickets for 404.72 tons of Item 17. Support for this amount was based upon a Xerox worksheet for 14 loads whose volume was determined by axle weights. (Note: Another 921 tons of Cl C Asphalt was delivered to the job site on 10-15-76. This was receipted on the job; however, the tickets were prepared by the contractor's employee. Payment was to be made on Estimate No. 2).

2. Material Measured by Volume

   Contract 8422

   Item 6 - Water $80.50

   11.5 Thousand gallons were delivered to the job site. Receipt of the water was acknowledged. The method used to determine the volumes delivered was not available.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1977

In reply refer to: 1041AD/122.1
77-0-2

SUBJECT: Advisory Memorandum 77-0-2
Project M 3317(1)
Layfayette Ave. to Newport Ave.
(City of Bend, Oregon)

FROM: G. L. Green, Division Administrator

TO: Mr. Robert Burco, Director
Oregon Department of Transportation
Attention: Mr. Don Streun

A review of documentation prepared in support of pay quantities for contracts awarded under the subject project disclosed that the practices used by the City did not conform to criteria generally followed by a State highway agency. The City's practices, presumably due to its rural location and staffing, are much more informal. Item 1 of the Advisory Memorandum detailing the documentation weaknesses disclosed is attached for your review and comment.

The following items noted during the review are provided for your information:

1. Workday charges for four of the five project contracts began on the same day. The delay by one contractor resulted in a delay to others. As a result, liquidated damages were assessed.

2. State Force Order No. 1 provides for reimbursement by lump sum billing. The agreement between the City and the State provides for payment to be made on an actual cost basis subject to audit.

We concur in the findings and recommendations reported in Item 1 of the Advisory Memorandum, and will appreciate reviewing your comments by March 1, 1977, regarding action planned.

for G. L. Green

cc:
Region (10EX)
Savage
Gray w/orig of Adv.Memo.

RECEIVED
JAN 3 1 1977
DOT FINANCE BRANCH

RECEIVED
JAN [illegible] 1977
[illegible]

Bend
Lafayette-Newport

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
Finance Branch

INTEROFFICE MEMO

TO: Vern Skoog

DATE: January 31, 1977

FROM: Merl Whiteman

SUBJECT: The attached memorandum from FHWA dated January 13, 1977 - File #1041AD/122.1

Vern, would you please review this memorandum with the appropriate personnel in the Highway Division and draft a response for Don Streun's signature to the Federal Highway Administration. Would you please have the draft ready for my review February 15, 1977. When you deliver the draft would you please be ready to discuss some of the recommendations that FHWA has recommended and who would have the responsibility.

2-2-77

City of Bend
Urban Project
H

gave copy to Harwell

EMW:CM

Copy for Hal Versteeg

1 Versteeg ✓
2 Olson [illegible]
3 Christensen [illegible]
Scott
4 Swenson [illegible]
Savage
Trout

RECEIVED
FEB 08 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

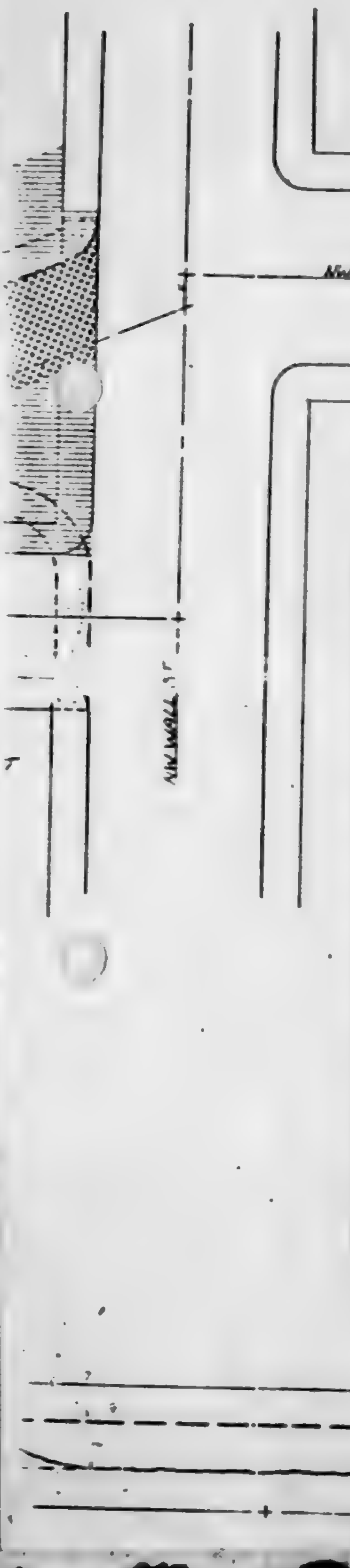
RECEIVED
FEB 1 1977
HIGHWAY ACCOUNTING

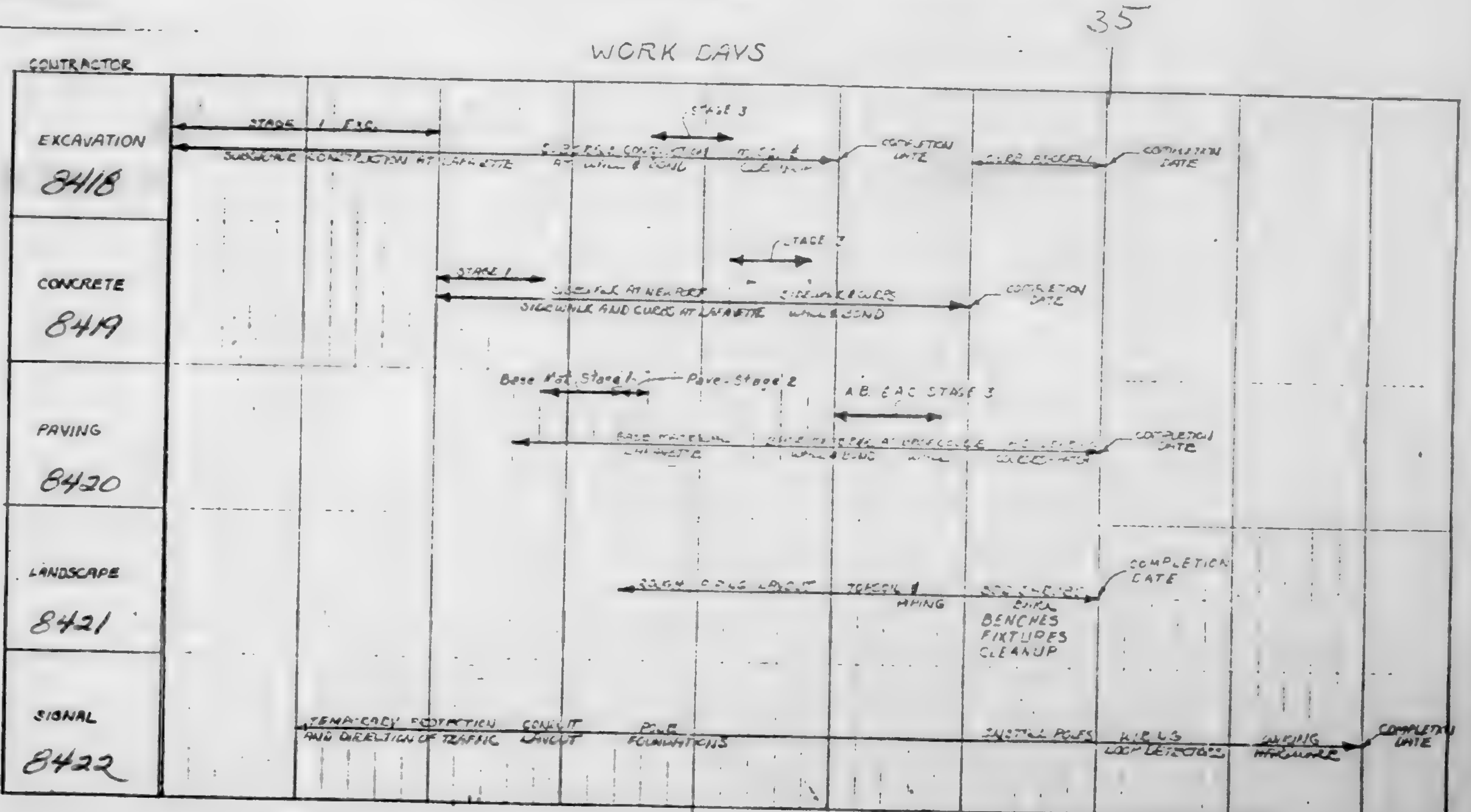
81-125-1387

LAFAYETTE AVE.-NEWPORT AVE. (BEND) SEC. FAUS 3317 (WALL ST) DESCHUTES COUNTY				SHEET NO. 7
FED. ROAD DIV. NO. 10	STATE OREGON	PROJECT NUMBER M-3317(1)	FISCAL YEAR 76-77	TOTAL SHEETS SEE INDEX

CONSTRUCTION SCHEDULE

THIS SCHEDULE IS INTENDED TO BE A GUIDELINE TO PUT EMPHASIS ON THE COORDINATION NECESSARY AMONG CONTRACTORS IN ORDER THAT THE WORK BE COMPLETED IN A TIMELY MANNER. THE NEWPORT AVE. REALIGNMENT PORTION OF THE PROJECT HAS PRIORITY OVER OTHER PHASES OF THE WORK HOWEVER THE REMAINING WORK SHOULD BE PERFORMED SIMULTANEOUSLY.





SAFECO INSURANCE COMPANY OF AMERICA
HOME OFFICE: SAFECO PLAZA, SEATTLE, WASHINGTON 98185

POWER OF ATTORNEY

No. 5075

KNOW ALL MEN BY THESE PRESENTS:

That **Safeco Insurance Company of America**, a Washington corporation, does hereby appoint

------------------------C. A. TOMASSENE, Portland, Oregon--------------------

its true and lawful attorney(s)-in-fact, with full authority to execute on behalf of the company fidelity and surety bonds or undertakings and other documents of a similar character issued by the company in the course of its business, and to bind **Safeco Insurance Company of America** thereby as fully as if such instruments had been duly executed by its regularly elected officers at its home office.

IN WITNESS WHEREOF, Safeco Insurance Company of America has executed and attested these presents

this 22nd day of November, 19 72.

W D Hammersla
W D HAMMERSLA, SECRETARY

Gordon H. Sweany
GORDON H. SWEANY, PRESIDENT

CERTIFICATE

Extract from the By-Laws of Safeco Insurance Company of America:

"Article VI, Section 12.- FIDELITY AND SURETY BONDS . . . the President, any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business . . . . On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of
Safeco Insurance Company of America adopted July 28, 1970

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,
(i) The provisions of Article VI, Section 12 of the Bylaws, and
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and
(iii) Certifying that said power-of-attorney appointment is in full force and effect,
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, W. D. Hammersla, Secretary of Safeco Insurance Company of America, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of this corporation, and of a Power of Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power of Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of said corporation

this 1st day of December, 19 76.

1953

W D Hammersla
W D HAMMERSLA, SECRETARY

S-1300 7/72

PRINTED IN U.S.A.

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 35 days to 42 days, within which to complete our Contract No. 8418, without the assessment of liquidated damages. The said contract is described as follows: Newport - Greenwood - Excavation Contract (Total)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Other Contractor Work Interruptions Elect. Contr. Sept. 16 - Sept 24, 1976

City forces Excavating Sept. 16 - Sept 24, 1976

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date December 1, 1976

Bond No. 2591044

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact
C. A. Tomassene
C. A. TOMASSENE & SON
C. A. Tomassene
Resident Agent

(SEAL)
1953

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8418 Contractor R. L. Coats

Highway Newport - Greenwood

Section Bend

Kind of Work Excavation - Total Contract

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Refer to Contractor's statement for cause of delay which is supported by the City Engineer. There was also additional time required to remove concrete sidewalk by change order.

Construction Section: On the over-all contract, 2 days extension to delete all liquidated damages on it is recommended. This is because of conflict from other contractors and P.A. No. 1 which added work to the project. The above leaves 3 days liquidated damages in effect on Stage 1 only.

Recommended for Approval:

John Joyce, City Engineer

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8418

Project designation FAUS 3317(1) State-Federal

Date awarded 8-17-76

Work started 9-7-76

Per cent completed 100% 10-22-76 Date

No. of Workdays Allowed 35

No. of Workdays Used 37

No. of Added Workdays Requested 2

State Printing 27629

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10 days to 14 days, within which to complete our Contract No. 8418, without the assessment of liquidated damages. The said contract is described as follows: Newport - Greenwood Excavation Contract - Stage 1

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Other Contractor Work interruptions Elect. Contr. Sept. 16 - Sept. 24 1976
City Forces Excavating Sept. 16 - Sept. 24 1976

Respectfully submitted,

R.L. Coats
Contractor

By R.L. Coats

CONSENT OF SURETY

Bond No. 2591044

Date December 1, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
C. A. Tomassene Attorney-in-fact
C. A. TOMASSENE & SON
C. A. Tomassene
Resident Agent

(SEAL)
1953

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8418 Contractor R. L. Coats

Highway Newport - Greenwood

Section Bend

Kind of Work Excavation - Stage 1

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Stage 1 Excavation was scheduled for completion Sept. 14, 1976. Contractor claims delays after scheduled completion date. Work on stage 1 was not commenced until Sept. 7, 1976.

Construction Section recommends no extension on the first phase, as this was the first work to be done on the entire project, and contractor started late.

~~Recommended for Approval~~:

John Joyce, City Engineer

for ~~Division Engineer~~

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8418

Project designation FAUS-3317(1) State-Federal

Date awarded 8-17-76

Work started 9-7-76

Per cent completed 100% 9-17-76 Date

No. of Workdays Allowed 10

No. of Workdays Used 13

No. of Added Workdays Requested 4

State Printing 27020

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon Project M-3317(1)
Newport Avenue-Greenwood Avenue, City of Bend
Time Extensions (Contract Nos. 8418, 8419, 8421

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Hunter's letter of 1-20-77, we have reviewed the requests for time extensions on the above projects and we concur with your determinations.

To minimize time extensions on future projects of this nature where several contractors are involved and their work is interdependent, it may be desirable to issue shutdowns to delayed contractors or delay the time count start until a particular contractor is ready to commence work. We feel to begin contract time simultaneously without shutdowns for delay can be unwieldy and may cause a ripple effect making the determination of equitable time extensions due to delay extremely difficult.

G. K. Hossner
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 9'77
REFER TO
FOR
Info Inves R.D D/R Sign Ac File

cy Keasey
Church
Williams
2-23-77

February 23, 1977

Mr. John Joyce
City Engineer
City Hall
Bend, OR 97701

Dear Sir:

We have reviewed the request for an extension of time on two phases of Contract No. 8418 (Excavation) on Lafayette Avenue-Newport Avenue (Bend) in Deschutes County.

Careful consideration was given to the reasons submitted. In light of the available facts, we concur in denying any extension on the first phase, as this was the first work to be done on the entire project, so there was no interference from other contractors. We note the contractor did not start work promptly.

On the overall contract, we concur in the two days' extension to delete all liquidated damages. This is because of conflict from other contractors and Price Agreement No. 1, which added significant sidewalk removal work to the project.

This leaves three days' liquidated damages in effect on the first stage only. We have the concurrence of the Federal Highway Administration.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc R. L. Coats
Boundary Box, Newport Avenue
Bend, OR 97701

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
Carl Williams "

JAB:fr ja

E-330 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to 43 days, within which to complete our Contract No. 8419, without the assessment of liquidated damages. The said contract is described as follows: Newport - Greenwood - Concrete Contract - (Total)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Excavation Contractor was to have all sites ready for concrete by ~~Nov~~ Oct. 5. Excav. work actually completed for concrete forming Oct. 19. - Request 10 day extension. City set water meter in mini-park Oct. 21. Request 1 day extension. Extra work for curbs & sidewalk - 2 days.

Respectfully submitted,

JACK WATERFIELD CONST
Contractor

By

CONSENT OF SURETY

Date 11-18-, 1976

We, United Pacific Ins. Co. , as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Betty M. Williamson
Attorney in fact

(SEAL)

Betty M. Williamson
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8419 Contractor Jack Waterfield Const.

Highway Newport Ave - Greenwood Ave.

Section Bend

Kind of Work Concrete (Total Contract)

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Refer to Contractor's Request.

Recommend 15-day extension of contract time because of delay on excavation performed; and delay on the part of the City in installing a water service in this contract area, and quantity overruns on curb and sidewalk.

Recommended for Approval:

John Joyce, City Engineer

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8419

Project designation M-3317 (1) State-Federal

Date awarded 8-17-76

Work started 9-14-76

Per cent completed 100% 11-18-76 Date

No. of Workdays Allowed 30

No. of Workdays Used 43

No. of Added Workdays Requested 13

State Printing 27989

E 320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 24 days to 25 days, within which to complete our Contract No. 8419, without the assessment of liquidated damages. The said contract is described as follows: New port - Greenwood Concrete Contract - Stage 3

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEPT. 19, 1976 I WAS ON JOB AT THE EquiTABIE CORNER THE GRADE WAS BAD, IT HAD BEEN BAD BECAUSE OF CITY CREWS AND NO BASE ROCK IH could NOT WORK BECAUSE THE CITY HAD NOT STAKED IT yet SO I pull MY CREW TO ANOTHER JOB

Respectfully submitted,

JACK WATERFIELD CONST
Contractor

By

CONSENT OF SURETY

Date 11-18, 1976

We, United Pacific Ins. Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Betty M. Williams
Attorney-in-fact

(SEAL)

Betty M. Williams
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8419 Contractor Jack Waterfield Const.

Highway Newport Ave- Greenwood Ave-

Section Bend

Kind of Work Concrete (Stage 3)

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

City Water Dept. work prohibited contractor and excavation contractor from completing all specified work. When work site was made ready for the concrete contractor, he completed specified work in one day.

Recommend 15-day extension of contract time because of delay on excavation performed; and delay on the part of the City in installing a water service in this contract area, and quantity overruns on curb and sidewalk.

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Work started 10-4-76

Per cent completed 100% 11-18-76 Date

No. of Workdays Allowed 24

No. of Workdays Used 25

No. of Added Workdays Requested 1

State Printing 27939

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 12, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 14 days to 15 days, within which to complete our Contract No. 8419, without the assessment of liquidated damages. The said contract is described as follows: Newport - Greenwood - Concrete Contract - Stage 1.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Sept. 15, 16 & 17, 1976. The excavation Contractor did not have Stage 1 ready for concrete work.

Respectfully submitted,

JACK WATERFIELD CONST.
Contractor

By J Waterfield

CONSENT OF SURETY

Date 11-18-, 1976

We, United Pacific Ins. Co.
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Betty M. Williamson
Attorney-in-fact

(SEAL)

Betty M. Williamson
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8419 Contractor Jack Waterfield Const.

Highway Newport Ave - Greenwood Ave.

Section Bend

Kind of Work Concrete (Stage 1)

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED.** The reasons for such recommendation are as follows:

Refer to Contractor's Request

Recommend 15-day extension of contract time because of delay on excavation performed; and delay on the part of the City in installing a water service in this contract area, and quantity overruns on curb and sidewalk.

Recommended for Approval:

John Joyce, City Engineer

for Division Engineer

for Construction Engineer ~~of Bridge Engineer~~

Deputy State Highway Engineer

Contract No.	8419
Project designation (State-Federal)	M-3317 (1)
Date awarded	8-17-76
Work started	9-14-76
Per cent completed	100% 11-18-76 (Date)
No. of Workdays Allowed	14
No. of Workdays Used	15
No. of Added Workdays Requested	1

State Printing 37929

[illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon Project M-3317(1)
Newport Avenue-Greenwood Avenue, City of Bend
Time Extensions (Contract Nos. 8418, 8419, 8421

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Hunter's letter of 1-20-77, we have reviewed the requests for time extensions on the above projects and we concur with your determinations.

To minimize time extensions on future projects of this nature where several contractors are involved and their work is interdependent, it may be desirable to issue shutdowns to delayed contractors or delay the time count start until a particular contractor is ready to commence work. We feel to begin contract time simultaneously without shutdowns for delay can be unwieldy and may cause a ripple effect making the determination of equitable time extensions due to delay extremely difficult.

G. K. Hoesner
for
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 9 '77
REFER TO
FOR
inves R/D D/R Sign Act file

Cy Keasey
Church
Williams
2-23-77

8419

1

February 23, 1977

Mr. John Joyce
City Engineer
City Hall
Bend, OR 97701

Dear Sir:

We have reviewed the request for an extension of time on Contract No. 8419 for concrete work on Newport Avenue-Greenwood Avenue (Bend) in Deschutes County.

Careful consideration was given to the reasons submitted. In light of the available facts, we concur in an extension of 15 days which will delete all liquidated damages. This is because of delay on the part of the City of Bend in installing a water service in this contract area and quantity overruns of curb and sidewalk items.

We have also secured the approval of the Federal Highway Administration of this extension on a participating basis.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Jack Waterfield Construction
531 S. E. Railroad
Bend, OR 97701

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

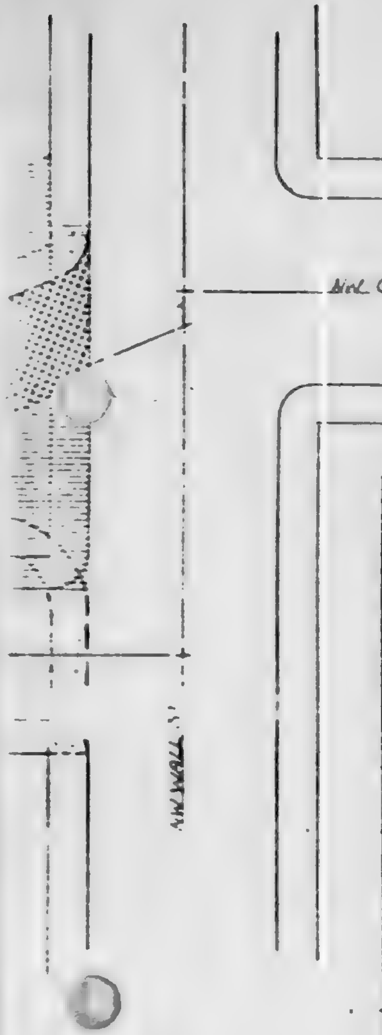
JAB:fr ja

LAFAYETTE AVE-NEWPORT AVE (BEND) SEC.
FAUS 3317 (WALL ST)
DESCHUTES COUNTY

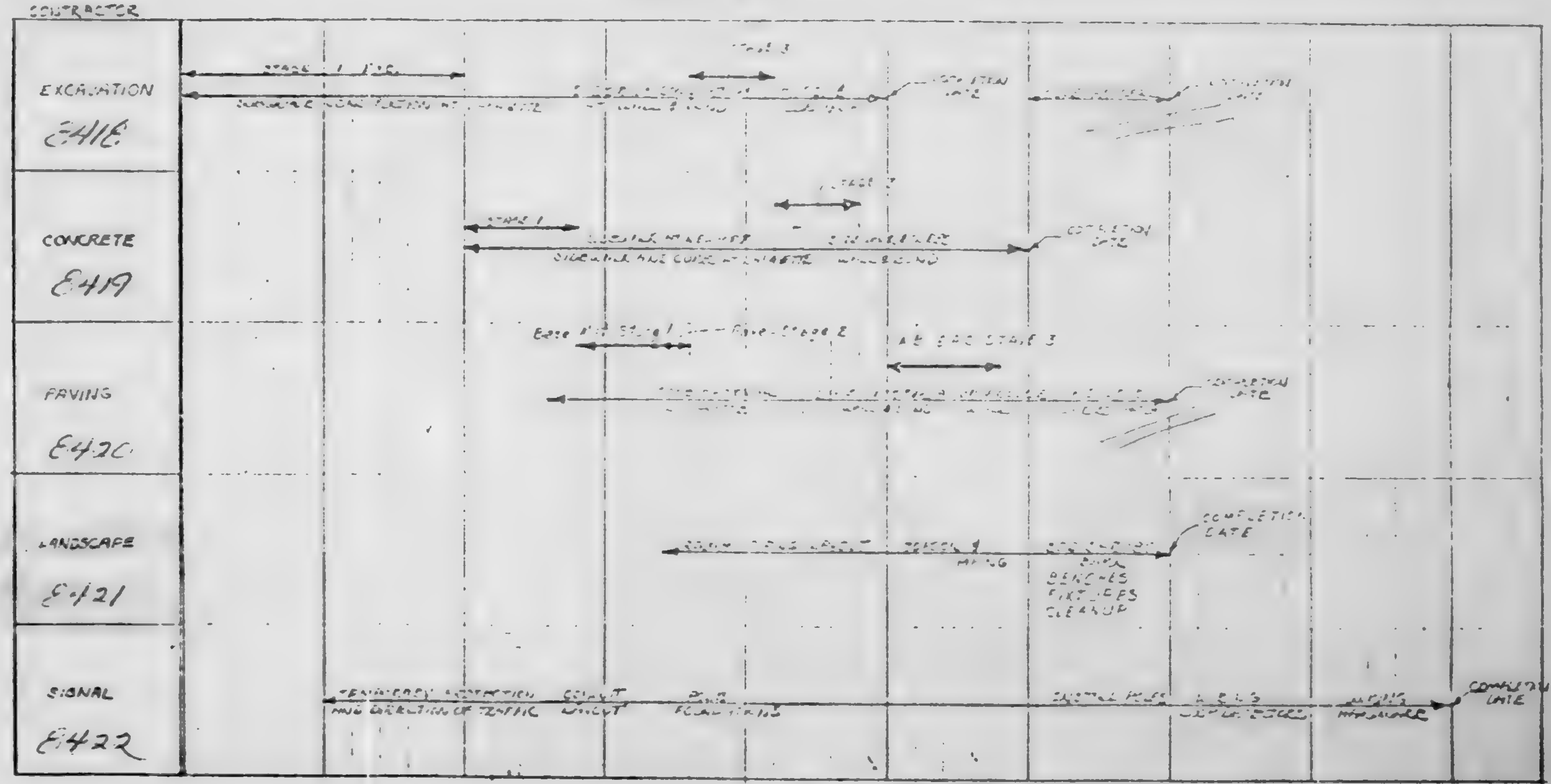
[illegible]	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON	M 33 7(1)	76-77	7

CONSTRUCTION SCHEDULE

THIS SCHEDULE IS INTENDED [illegible] TO PUT EMPHASIS ON THE COORDINATION NECESSARY AMONG CONTRACTORS IN ORDER THAT THE WORK BE COMPLETED IN A TIMELY MANNER. THE [illegible] AVE REALIGNMENT PORTION OF THE PROJECT HAS PRIORITY OVER OTHER PHASES OF THE WORK. HOWEVER, THE REMAINING WORK SHOULD BE PERFORMED SIMULTANEOUSLY.



WORK DAYS



E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 3, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 35 days to 53 days, within which to complete our Contract No. 8421, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Could not commence work prior to October 20, 1976 because concrete work not complete.

Respectfully submitted,

Alpine Lane, Inc.
Contractor

By

CONSENT OF SURETY

Date November 15, 1976

We, United States Fidelity & Guaranty Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. Pat Metke
Attorney-in-fact J. Pat Metke

(SEAL)

J. Pat Metke
Resident Agent J. Pat Metke

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8421 Contractor Alpine Land, Inc.

Highway Newport - Greenwood

Section Bend

Kind of Work Landscape

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

The contractor could not perform work in mini-park areas prior to completion of all concrete work.* (Refer Schedule Sheet No. 7 of Plans). Revision of sprinkler system in Lafayette Avenue mini-park requires three additional days.

I recommend 15 workday extension because work area not available to contractor.

* The schedule was not realistic.

Construction Section recommends 18-day extension of contract time to delete all liquidated damages. This landscaping work was delayed because of other work being completed before landscaping could be done.

Recommended for Approval:

John Joyce, City Engineer

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8421

Project designation FAU 3317 (State-Federal)

Date awarded August 17, 1976

Work started October 20, 1976

Per cent completed 15% - November 10, '76 (Date)

No. of Workdays Allowed 35

No. of Workdays Used 41 (11-5-76)

No. of Added Workdays Requested 18

State Printing 27939

[illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon Project M-3317(1)
Newport Avenue-Greenwood Avenue, City of Bend
Time Extensions (Contract Nos. 8418, 8419, 8421

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Hunter's letter of 1-20-77, we have reviewed the requests for time extensions on the above projects and we concur with your determinations.

To minimize time extensions on future projects of this nature where several contractors are involved and their work is interdependent, it may be desirable to issue shutdowns to delayed contractors or delay the time count start until a particular contractor is ready to commence work. We feel to begin contract time simultaneously without shutdowns for delay can be unwieldy and may cause a ripple effect making the determination of equitable time extensions due to delay extremely difficult.

G.K. Hassner
for G. L. Green

NOTED
E. S. HUNT

RECEIVED
STATE HWY ENGR
FEB 9'77
REFER TO
FOR
Inves R/D D/R Sign Act File

Cy Kessey
Church
Williams
2-23-77

8421

February 23, 1977

Mr. John Joyce
City Engineer
City Hall
Bend, OR 97701

Dear Sir:

We have reviewed the request for an extension of time from Alpine Land, Inc. on Contract No. 8421 for work on Newport Avenue-Greenwood Avenue (Landscaping) in Bend, Deschutes County.

Careful consideration was given to the reasons submitted. In light of the available facts, the State concurs in an extension of 18 days to delete all liquidated damages. This is because landscaping work was delayed until other work was completed.

The concurrence of the Federal Highway Administration has also been secured. This will be included in the next contract payment.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Alpine Land, Inc.
2525 N. E. Butler, Market Road
Bend, OR 97701

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

Administrative -

The City-State agreement provides the general framework for the administration of this type of project. However, these general guidelines appear to be inadequate to provide the operational direction that is needed to administer local entity type projects.

RECOMMENDATIONS

Administrative:

This project and the City's procedures to record and document receipt of materials is probably typical of a local entity which has not had previous Federal-aid contract administration experience. To insure us that projects administered by local entities meet minimum standards, the following recommendations are made:

1. Operational guidelines must be developed to assist local entities with project administration. Minimum Federal-aid regulations regarding project records and documentation should be emphasized.

2. Principal contacts with the local entity should be formalized with the proper correspondence to record the assistance rendered. Informal meetings should be held prior to commencement of work and before the start of any major phase of the work.

3. The liaison engineer's duties and responsibilities should be defined and the local entity should be made aware of the liaison engineer's role in the accomplishment of the project.

GENERAL COMMENT

A field inspection of the completed work indicates the City has completed the work in the field in a satisfactory manner.

4/14/77
✓ OK
pay off
per agreement
DmH.

5. The regular weigh person left public employ and was hired by the contractor. Some of the material incorporated into the project was weighed by this person while in the employ of the contractor.

6. Some of the material was weighed by axle as the scale was not long enough to accommodate all of the hauling vehicles. I reviewed the scale in the field and, depending on the procedure used, accurate weights could have been obtained.
7. Since the regular weigh person was employed by the County rather than the City, the weigh tickets should probably have been signed by name rather than initial.

8. The base aggregate was changed from 1½"-0 size to 1"-0. This change was not documented by a price agreement.

Traffic Signal Contract - No. 8422

No significant findings.

ADMINISTRATIVE

Finding:

The State Region 4 personnel transmitted documents and discussed procedures used on State highway projects to the City via a series of informal meetings. This information was given to the City for reference purposes as the City was given the choice of using their forms and procedures in lieu of the State's if the City's forms and procedures provided for the minimum reporting and procedureal requirements.

The State assigned a liaison engineer to the project. However, his duties and responsibilities do not appear to have been formally defined. On several occasions the liaison engineer indicated he had offered assistance to the City which the City chose not to implement.

CONCLUSIONS

Project Related -

As a result of the inspection of the final records it appears, 1) the City did not have an acceptable method to weigh and receipt some of the materials paid for on a weight basis and 2) measurement of the water used on contract #8419 should have been documented on a more timely basis.

FIELD CONTROL-

Findings

Excavation Contract No. 8419:

Compaction testing was not necessary on this project as the material excavated was predominantly rock. This is suitably documented in the project records.

Some of the sprinkling tally loads didn't always have the truck identified. The identification has since been made. It is uncertain if the trucks had been measured for capacity prior to the start of work as the volume computations are dated December 29, 1976, which is after the work was completed. ✓

Paving Contract No. 8420 -

Regular project testing and weighing are applicable to this project as both the quantities of aggregate base (1405 tons) and asphalt paving (1381 tons) are in excess of those quantities specified for small quantity testing and weighing procedures.

The material testing was accomplished by the State. The testing frequency and documentation of the sampling and testing is satisfactory.

Test results indicate the majority of the asphaltic concrete material for the project failed to pass the gradation specifications with excess in the passing #200. However, the material was found to be suitable for the purpose intended and so the material was accepted and the contractor was assessed a penalty in accordance with the OSHD penalty guidelines. ✓

The weighing of the base aggregates and the AC material was the responsibility of the City. Review of the City's weigh procedures and documentation of the materials received reveal that the City's procedure to accomplish this work was very poor although near the completion of the AC paving the documentation of the weighed material had improved.

Listed below are the deficiencies I observed during this inspection. Not all the deficiencies listed were observed on every material receipt as this listing is a composite of all observed deficiencies.

1. The tickets used were scale tickets and many were not numbered. None were prenumbered.
2. Some of the material was apparently weighed by the truck driver as some of the weight tickets have been signed by persons who have been identified to me as truck drivers.
3. Tickets were not always identified as to project or type of material.
4. Material was not always receipted on the street.

STATE COPY

DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

FAUS

CC:
OSHD (E S Hunter)

INSPECTION REPORT

REGION NO. 10	REPORT ON City of Bend -21-77	DIVISION Oregon
DATE OF INSPECTION 2-1 & 2-15,77 &	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. M 3317 (1)

IN COMPANY WITH 3-31-77
R. Sandman, Req. 4 Const. Engr., W. Robertson, Res. Engr., OSHD

RECEIVED
STATE HWY ENGR
APR 6 '77
REFER TO Keasey
FOR
Info Inves R/O D/R Sign Act File

REMARKS

Cy

NEWPORT-GREENWOOD SECTION
CITY OF BEND
Grading, Base, Paving & Traffic Signal

This project, which consists of the five separate projects listed below, provided for the realignment of the Newport St.-Greenwood Ave. intersection, widening Wall Street at Bond Street to 400 feet north of Lafayette Ave. and realignment of Lafayette Ave. at Wall St. Also included was the revision of the traffic signal at the Newport St. - Greenwood Ave. Intersection.

Purpose of Inspection

The purpose of this inspection was to examine the final project records for the work. Final project records for Contract Nos. 8418, 8420 and 8422 were inspected at the Region office before they are forwarded to the final checking section in Salem. These selected inspections of the project records are part of the final inspection and are considered necessary as this project is a radical departure from our normal method of operation. These inspections should give us an insight into the problems which might be encountered on projects administered by local entities and they will also be incorporated into my assigned PR&E entitled "Contract Control by Local Governments Including OSHD Involvement."

Scope of Inspection

This inspection covered the review of the final records on Contract No. 8420-paving, Contract No. 8422-traffic signal and Contract No. 8418-excavation. A final inspection of the completed work in the field was made as part of this inspection.

A summary of the five contracts is as follows:

Work Type	Contractor	Amount	Contract No.
Excavation	R. L. Coats	$21,308.00	8418
Concrete	J. Waterfield	16,410.28	8419
Paving	R. L. Coats	25,776.50	8420
Landscaping	Al Pine Land Inc.	6,206.00	8421
-11 Traffic Signal	Hamilton Elec.	14,532.00	8422

PROJECT MANAGEMENT
APR 8 '77
REFER TO:
FOR
Info Investigate R/D Action File Letter See me

esto:
Williams
W. Robertson
Robert Church
Paul Olson
Traffic Section
Bridge Section

- more -

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

Don Harwell

☆ GPO: 1970 O-387-254

NOTED
MAINOR C. HOLMES

LAFAYETTE-NEWPORT

*Technical Correspondence - Project Development

Date	Name	Subject
5/21/75		Project Assessment
6/17/75		Project Assessment
7/29/75		A-95 Review
10/29/75	Holcomb-George	Request to design and prepare contract estimate for signal
11/20/75	Holcomb-Donahue	Signal/traffic movement proposals (2) from Salem.
12/2/75	Holcomb-George	With City's choice of signal/traffic movement proposals.
2/5/76	Holcomb-George	Approved (by City) Signal plans.
2/23/76	Holcomb-George	Exploration data for pole base.
3/22/76	George-Moehring	Signals materials and controller testing.
3/22/76	George-Williams	Signal plans and specs for project.
6/2/76	Holcomb-Joyce	Confirmemo re: Type "M" base.
6/11/76	Holcomb-Chidsey	City's estimate to adjust utilities.
8/2/76	Cartwright-Joyce	Notification of approval of City estimate of cost to adjust utilities.
8/6/76	Holcomb-Cartwright	SFO submitted for utility adjustment.

*Per Region Office Records

Date	Name	Subject
7/19/76	Williams-Rulien	Plans hand delivered to Unrein 7/15/76.
7/19/76	Williams-Rulien	City request to shorten advertising period.
7/21/76	Rulien-Green	Requesting approval for 2-week advertising period.
7/21/76	Newspaper Article Bend Bulletin	Project authorized.
7/22/76	Fenton-Joyce	FHWA requirement concerning bid openings.
7/22/76	Hunter-Williams	Copies of State and Federal wage rates to be included in specs.
7/23/76	Potter-Rulien	Noise study report.
7/28/76	Williams-Rulien	Completed plans and specs w/addendum 1.
8/2/76	Williams-Rulien	Certification that Addendum 1 delivered to all prospective bidders.
8/6/76	Rulien-Green	Certification regarding Addendum 1.
8/10/76	Williams-Rulien	Certification of bids.
8/12/76	Williams-Rulien	Change in agreement, Re: City advance deposit.
8/12/76 w/8/17/76 notes	Rulien-Green	Requesting concurrence in award of contracts
8/13/76	Art Johnson-Mike Hollern	Progress and problems in project development.
8/26/76	Versteeg-Coulter	Art Johnson letter.
8/30/76	Rulien-Green	Requesting confirmation of tentative concurrence in award of contracts.
9/3/76	Hopkins-Memo	Waiving City advance deposit.
9/7/76	Havig-Ridings	Copies of executed contracts.

Date	Name	Subject
2/2/76	Art Johnson-Philip Lang	Information on 10/22/75 meeting and ~~progress~~ Progress to date.
2/23/76	Rulien-Green	Requesting approval for State to furnish signal materials.
2/24/76	Rulien-Green	Revised project agreement
3/1/76	Harwell-Keasey & Williams	Use of APWA Specs, w/copies of specs.
3/8/76	Harwell-Williams	Agreement for City to sign.
3/19/76	Fenton-Harwell	Signed copies of agreement.
3/26/76	Williams-Donahue	Certification of City personnel.
4/5/76	Head-City	Executed copy of agreement.
4/12/76	Fenton-Donahue	Notifying agreement signed 3/25 and date establishes project costs participating.
4/23/76	Fenton-Memo	Meeting on project agreement and design.
6/16/76	Fenton-Harwell	Plans and specs for review.
6/21/76	Joyce-Unrein	Additional sets of plans and specs.
6/21/76	Swenson-Versteeg	Review comments on specs.
6/23/76	Rulien-Williams	Plans and specs returned w/review comments attached. Letter states Region is responsible for review.
6/28/76	Joyce-Fenton	Additional copies of plans, specs and other contract documents.
6/29/76	Williams-Rulien	Reviewed plans and specs and request they be submitted to FHWA.
7/2/76	Williams-Rulien	Certifies environmental mitigation measures included.
7/9/76	Fenton-Unrein	R/W certification.
7/14/76	Joyce-Fenton	Project plans for reduction to half size w/comments relating to some changes and/or corrections.

LAFAYETTE-NEWPORT

*General Correspondence - Project Development

Date	Name	Subject
7/9/75	Art Johnson-Klaboe	City doing project this year if signal design expedited.
7/24/75	E. Hunter-Art Johnson	Necessary to designate section in urban system so eligible for funding.
8/13/75	Holcomb-Memo	Procedures and responsibilities for project development.
8/14/75	Unrein-Memo	Procedures and responsibilities for project development.
8/15/75	R. Smith, Mayor-Hunter	Expedite project.
8/21/75	Hunter-R. Smith	Answers 8/15 letter.
8/27/75	Art Johnson-Klaboe	Difficulties
9/18/75	Klaboe-Johnson	Answers 8/27 letter.
9/30/75 (2 letters)	Philip Lang-Baldwin & Hatfield	
10/~~4~~15/75	Harwell-Rulien	Notice regarding 10/22 meeting.
10/30/75	Fenton-Rulien	Clarification of certain responsibilities.
10/31/75	Rulien-Participants	Minutes of 10/22 meeting.
11/4/75	Rulien-Williams	Answers Fenton's 10/30 letter.
11/6/75	Hopkins-Williams	Harwell is liaison.
11/7/75	Baldwin-Packwood	RE: A. Johnson's 8/27 letter.
11/20/75		FHWA approval for P. E.
11/24/75	Fenton-Rulien	Review of ~~proposed~~ Draft project agreement.
1/6/76	Williams-Rulien	Review of ~~proposed~~ Draft project agreement.
1/19/76	Pool-Robertson	Assignment as liaison
1/23/76	Rulien-Hunter	Draft agreement
1/30/76	Harwell-Memo	Meeting w/City & Fenton on agreement and revisions.

*Per Region Office Records

DATE	DESCRIPTION
July 31, 1975	Traffic signal design begins.
August 1, 1975	Received FAUS project approval.
August 1975	City requests regulation variances to OSHD - Salem. Request local design standards, APWA specifications.
Sept. 25, 1975	Public Hearing on project impact offered - no response.
Oct. 30, 1975	FAUS system change approved by FHWA - Total project on system.
Nov. 24, 1975	Draft of Urban system project agreement - City & State.
Dec. - Feb. 1976	Agreement negotiations.
March 25, 1976	OSHD (Klaboe) signed project agreement.
March - May 1976	Re-design to State standards, utility location.
June 24, 1976	Utility relocation approved OSHD.
July 21, 1976	PS & E approved by FHWA.
July 22, 1976	Advertise for bids.
Aug. 6, 1976	Open bids.
Aug. 17, 1976	Award contracts.
Sept. 1976	Begin construction.
Nov. 1976	End construction.
March 1976	End documentation.

NEWPORT - GREENWOOD
FAUS PROJECT
CHRONOLOGY OF EVENTS*

DATE	DESCRIPTION
Sept. - November 1973	Negotiations to purchase W.B.Anderson property in hopes of exchanging same with E.W. Williamson in return for P.B.I. site.
Dec. 19, 1973	State (Putnam) advises they would participate to a limit of $15,000. for reconstruction. City to formulate plans, obtain R/W, construction by State.
Feb. 21, 1974	OSHD - City (Pool, Johnson, Cox) 1. City furnish R/W at City expense. 2. City draw plans, specifications, advertise, award. 3. State review and approve plans, participate to $15,000. maximum.
Nov. - Dec. 1974	Land Exchange Agreement negotiations with E.W. Williamson over P.B.I. site - Agreement signed Dec. 9, 1974. Also PP & L R/W negotiations and Lafayette R/W.
Dec. 12, 1974	OSHD (Brainerd, Fenton) notify City that in order to get Federal Funds, total project (R/W. acquisition) must meet Federal regulations. Formal appraisal review required.
April 9, 1975	City submits FAUS Project application to OSHD.
April 18, 1975	OSHD (Fenton): R/W purchased at variance to Federal regulations - FAUS application is returned.
April 29, 1975	Project Environmental Assessment submitted to OSHD.
May 6, 1975	Guillory, to City R/W transfer is final (Lafayette).
May 19, 1975	City requests OSHD (Brainerd) perform appraisal reviews to insure conformity to Federal regulations.
June 17, 1975	OSHD (FHWA concurs) classifies project as environmentally non-major category 3.
June 30, 1975	Resubmitted FAUS project application following OSHD appraisal reviews performed during June - All ok.
July 24, 1975	Discovered that the total project not on FAUS system (part on FAP system) - Requires system change - FHWA approval. Need A-95 review for project. P.E. program approval required by FHWA.
July 29, 1975	A-95 review complete by C.O.I.C.
July 30, 1975	City has final plans, specifications, want to construct in fall; request to State for signal coordination to get project moving.

*Per City of Bend Records

Our Region IV certainly has personnel capable of monitoring and guiding local administration of contracts within their region. When we have a more direct line of communication between the monitoring personnel and the administering personnel, there will be quicker action, reduced overhead and maybe even lower contract bids. All contractors tell us time is money. We should endeavor to save as much of this time as possible, thereby squeezing maximum benefits from our few dollars.

Respectfully submitted,
John Joyce
JOHN JOYCE
City Engineer

- Minority hiring. (forms, meetings required, and procedure).
- Quantity control. (advance plan needed).
- Wage certification.

Payments:

The State made direct payments to the contractors on this project. State forms and procedures were used. This resulted in payments made four to eight weeks after the estimate was prepared. Some payments were delayed because the City had not submitted certain standard forms to the State, and the wheels were not set in motion. Contractors routinely receive payment within a week after the estimate on City projects. After all the checking, rechecking, submittal of forms and telephone calls, there was no adjustment made to the contractor's payment. One has to conclude that this procedure results in unnecessary overhead to the project.

Recommendation and Conclusion:

Local agencies can administer FAU projects effectively. There should be guidance from the State, however, State procedures should not be mandated on the administering body. Guidance should be similar to the type given by FHWA. This could be provided through the region office on a regular basis.

When the State and FHWA agree that the local agency is to administer the contract, the strings have to be severed. The local agency has to administer it in accordance with the terms of the contract. Cities administer hundreds of federally assisted contracts with good results.

Payments should be made to the contractor by the agency that signs the construction contract. This may mean that Cities need front money or they may use warrants. The City could be advanced Federal money or reimbursed after approval of certification by the Regional Engineer that the billing is ok.

We need to recognize that adequate control over these FAU projects can be delegated to personnel much closer to the action. Better results and more cost effectivness will be achieved when there is close coordination of the day - to - day activities of administration.

POST PROJECT REPORT
LAFAYETTE AVENUE - NEWPORT AVENUE
CITY OF BEND
CONTRACTS 8418 - 8422
APRIL 11, 1977

Looking back on the recently completed Newport - Greenwood FAU project I can define procedures that should be reviewed in greater detail to make local administration of projects more effective. One thing we have to recognize and accept is that the procedures followed by local government in administering contracts will vary from State procedures. The end results of the completed contract will generally be the same though. One of the primary reasons for this is that the source of materials and contractors will be the same regardless of who administers the contract. I believe there are a few significant areas of concern that warrant further scrutiny. They are:

Specifications:

The technical parts of the State Highway Specifications could be used for most projects. They are very complex though, and it is doubtful if many local agencies have the time and manpower to enforce the specifications. The Oregon APWA Specifications leave much to be desired. This leads me to the conclusion there is not a good set of specifications presently available to assist smaller local agencies on FAU type work.

Administration:

The contracting agency should be given authority to administer the project. This includes making progress payments and authorizing contract changes that do not change the scope of the work. The local agency should not be required to comply with State contract administration procedures. The region office should monitor the project for compliance with broad FHWA requirements. Calculation checking, plan reviews, daily report reviews, etc, by the Salem office add overhead and contribute nothing to the quality of the project.

The local agency will do a better job administering the construction contract if the few critical requirements are more clearly spelled out. Philadelphia lawers are not available to interpret and implement all the regulations presented in the specifications. Some of the more significant areas that would benefit from written guidelines are:

A Synopsis of the October 22, 1975 Meeting Relative to Federal Aid Programs and Local Government

The following represents an outline of the major areas discussed:

1. SPECIFICATIONS AND STANDARDS: Concern was voiced that requirements for Federal Aid projects on facilities under the jurisdiction of local authorities are too stringent. It was mentioned that the roadway widths were too wide and that required thicknesses of the base and pavement were excessive. They also indicated that small projects were "over engineered" and that specifications were too rigid.

2. CONTRACTING PROCEDURES: Some local entities want to develop their own design plans and specifications, advertise and award their own contract. They indicate that they do this on lots of other types of projects and feel they ought to be allowed to do this for Federal Aid jobs. They also would prefer to do much of the work with their own forces and/or a combination of their own forces, material purchases and contracting.

3. ADMINISTRATION: Opinions were expressed that the State should decentralize its administration of these programs to the local regional engineer and that the regional engineer should be given the necessary authority to work out the details of projects in any way best lending itself to the local situation, and agreeable to both the regional engineer and the local entities involved. A divergent opinion was expressed that the State should centralize the handling of these projects so that there would be less steps to go through and more "specialized" knowledge available for any given project. Regardless of centralization or decentralization all were in agreement that there were far too many steps and procedures to get through in order to build one of these projects, that too much time was involved, and that too many people were involved, the work procedures must be simplified, and that flexibility must exist so that judgment can prevail at the local level.

10/31/75

Saidman - Robertson - OSHD
Savage - Carter - FHWA
Hossner - Gray - FHWA
Bond - Keasey - OSHD
Gebauer - Day - OSHD
Johnson - Joyce - CITY
Harwell - Skoog - ODOT
Swan - Versteeg - ODOT
Fenton ——— OSHD

Meeting
Small Conf Room
4-14-77 (10 am)

Lafayette-Newport

AGENDA

AGREEMENT
More Detailed

Preliminary Engineering

Design Standards (Geometrics)

Detail of PE - Design - Standards
Too stringent - width & depth excessive

Specifications - variable (special provisions)
OSHD - FHWA for approval
Too rigid - overengineered

Local ?

Review Process

Region - limited @ Salem
Decentralize - let Region have authority
Less steps - simplify

Contracting Procedures

Advertise and Award

process's state/local

METHOD OF PAYMENT - city/County/State

Administration

Personnel availability
better guidelines - monitoring by Region
documents - methods - measurements

Inspection

Quality Control - Over Inspection
Over Engineered

cty/Co Forces - Materials

Documentation

Proper data for future audits - payments
Routine regardless of entity

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6-6

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 2, 1977

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Federal Aid Projects
and Local Governments

TO: H. S. Coulter
State Highway Engineer

The City of Bend project (Lafayette Avenue-Newport Avenue) recently completed resulted in the awareness by all involved that there are numerous areas where serious problems can occur. This project was a City administered and inspected street improvement funded by Federal, State and City money. The reason for problems occurring is a lack of understanding by the people involved of the requirements and limitations imposed on the other person.

There have been two meetings regarding the City of Bend project. The first meeting was October 22, 1975. A synopsis of that meeting is attached. The second meeting was on April 14, 1977. A copy of the agenda for that meeting is also attached.

The consensus of the people participating in the April, 1977 meeting is that the best chance at minimizing problems for projects like this in the future is to evaluate each project in more detail at the time the project agreement is prepared.

To accomplish this would require a set of guidelines for use in agreement development. The guidelines should be as specific as possible. To develop the guidelines, it will be necessary for representatives from the Design, Construction, Finance, County-City, and Federal Aid Sections as well as Region to work together. Representatives from additional sub-sections may be needed for specific information.

I strongly recommend you implement a task force or committee to review the project agreement preparation process. The major objective of the task force should be to develop guidelines for use in preparing project agreements for City or County administered and inspected projects in the future.

RAS:mr

enclosures

cc: J. H. Versteeg
C. T. Keasey
~~Vern Skoog~~
Larry Rulien

PROJECT MANAGEMENT

MAY 3 '77

REFER TO: Don 5-4-77

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

DmH.

Administrative -

The City-State agreement provides the general framework for the administration of this type of project. However, these general guidelines appear to be inadequate to provide the operational direction that is needed to administer local entity type projects.

RECOMMENDATIONS

Administrative:

This project and the City's procedures to record and document receipt of materials is probably typical of a local entity which has not had previous Federal-aid contract administration experience. To insure us that projects administered by local entities meet minimum standards, the following recommendations are made:

1. Operational guidelines must be developed to assist local entities with project administration. Minimum Federal-aid regulations regarding project records and documentation should be emphasized.

2. Principal contacts with the local entity should be formalized with the proper correspondence to record the assistance rendered. Informal meetings should be held prior to commencement of work and before the start of any major phase of the work.

3. The liaison engineer's duties and responsibilities should be defined and the local entity should be made aware of the liaison engineer's role in the accomplishment of the project.

GENERAL COMMENT

A field inspection of the completed work indicates the City has completed the work in the field in a satisfactory manner.

4/14/77
✓ OK
pay off
per agreement
DMH

5. The regular weigh person left public employ and was hired by the contractor. Some of the material incorporated into the project was weighed by this person while in the employ of the contractor.

6. Some of the material was weighed by axle as the scale was not long enough to accommodate all of the hauling vehicles. I reviewed the scale in the field and, depending on the procedure used, accurate weights could have been obtained.
7. Since the regular weigh person was employed by the County rather than the City, the weigh tickets should probably have been signed by name rather than initial.

8. The base aggregate was changed from 1½"-0 size to 1"-0. This change was not documented by a price agreement.

Traffic Signal Contract - No. 8422

No significant findings.

ADMINISTRATIVE

Finding:

The State Region 4 personnel transmitted documents and discussed procedures used on State highway projects to the City via a series of informal meetings. This information was given to the City for reference purposes as the City was given the choice of using their forms and procedures in lieu of the State's if the City's forms and procedures provided for the minimum reporting and procedureal requirements.

The State assigned a liaison engineer to the project. However, his duties and responsibilities do not appear to have been formally defined. On several occasions the liaison engineer indicated he had offered assistance to the City which the City chose not to implement.

CONCLUSIONS

Project Related -

As a result of the inspection of the final records it appears, 1) the City did not have an acceptable method to weigh and receipt some of the materials paid for on a weight basis and 2) measurement of the water used on contract #8419 should have been documented on a more timely basis.

FIELD CONTROL-

Findings

Excavation Contract No. 8419:

Compaction testing was not necessary on this project as the material excavated was predominantly rock. This is suitably documented in the project records.

Some of the sprinkling tally loads didn't always have the truck identified. The identification has since been made. It is uncertain if the trucks had been measured for capacity prior to the start of work as the volume computations are dated December 29, 1976, which is after the work was completed.

Paving Contract No. 8420 -

Regular project testing and weighing are applicable to this project as both the quantities of aggregate base (1405 tons) and asphalt paving (1381 tons) are in excess of those quantities specified for small quantity testing and weighing procedures.

The material testing was accomplished by the State. The testing frequency and documentation of the sampling and testing is satisfactory.

Test results indicate the majority of the asphaltic concrete material for the project failed to pass the gradation specifications with excess in the passing #200. However, the material was found to be suitable for the purpose intended and so the material was accepted and the contractor was assessed a penalty in accordance with the OSHD penalty guidelines.

The weighing of the base aggregates and the AC material was the responsibility of the City. Review of the City's weigh procedures and documentation of the materials received reveal that the City's procedure to accomplish this work was very poor although near the completion of the AC paving the documentation of the weighed material had improved.

Listed below are the deficiencies I observed during this inspection. Not all the deficiencies listed were observed on every material receipt as this listing is a composite of all observed deficiencies.

1. The tickets used were scale tickets and many were not numbered. None were prenumbered.

2. Some of the material was apparently weighed by the truck driver as some of the weight tickets have been signed by persons who have been identified to me as truck drivers.

3. Tickets were not always identified as to project or type of material.

4. Material was not always receipted on the street.

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FAUS

CC:
OSHD (E S Hunter)

INSPECTION REPORT

REGION NO. 10	REPORT ON City of Bend	DIVISION Oregon
DATE OF INSPECTION 2-1 & 2-15,77 &	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. M 3317 (1)

IN COMPANY WITH 3-31-77
R. Sandman, Reg. 4 Const. Engr., W. Robertson, Res. Engr., OSHD

RECEIVED
STATE HWY ENGR
APR 6 '77
REFER TO Keasey Cy
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

NEWPORT-GREENWOOD SECTION
CITY OF BEND
Grading, Base, Paving & Traffic Signal

This project, which consists of the five separate projects listed below, provided for the realignment of the Newport St.-Greenwood Ave. intersection, widening Wall Street at Bond Street to 400 feet north of Lafayette Ave. and realignment of Lafayette Ave. at Wall St. Also included was the revision of the traffic signal at the Newport St. - Greenwood Ave. Intersection.

Purpose of Inspection

The purpose of this inspection was to examine the final project records for the work. Final project records for Contract Nos. 8418, 8420 and 8422 were inspected at the Region office before they are forwarded to the final checking section in Salem. These selected inspections of the project records are part of the final inspection and are considered necessary as this project is a radical departure from our normal method of operation. These inspections should give us an insight into the problems which might be encountered on projects administered by local entities and they will also be incorporated into my assigned PR&E entitled "Contract Control by Local Governments Including OSHD Involvement."

Scope of Inspection

This inspection covered the review of the final records on Contract No. 8420-paving, Contract No. 8422-traffic signal and Contract No. 8418-excavation. A final inspection of the completed work in the field was made as part of this inspection.

A summary of the five contracts is as follows:

Work Type	Contractor	Amount	Contract No.
Excavation	R. L. Coats	$21,308.00	8418
Concrete	J. Waterfield	16,410.28	8419
Paving	R. L. Coats	25,776.50	8420
Landscaping	Al Pine Land Inc.	6,206.00	8421
Traffic Signal	Hamilton Elec.	14,532.00	8422

PROJECT MANAGEMENT
APR 8 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

- more -

Cc to:
I Williams
W. Robertson
Robert Church
Paul Olson
Traffic Section
Bridge Section
Don Harwell

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 O-387-254

√ NOTED
MAINOR C. HOLMES

osed Realignment FAUS 3317

Pre-	Preliminary Engineering					Construction Engineering							
1	2	3	4	5	6	7	8	9	10	11	12	13	
July 1, 1975 to Mar 25, 1976	March 26 to Mar 31	April	May	June	July 1 to July 21 1976	July 22 to July 31	Aug	Sept.	Oct.	Nov.	Dec.	Jan	Feb
8411 39													
	32 13	[illegible] 72	1[illegible]0 72	44 04	94 21	169 59	202 53	49 35	270 21	94 20	[illegible]		
		[illegible] 79	519 96	930 04	254 07	297 87	963 11	[illegible]36 41	523 20	[illegible] 96	125 [illegible]	165 22	48 19
		242 20	46 10				147 15	663 71	569 46	67 94		226 45	
		106 37	111 44				143 47	534 29	451 22	113 23		176 27	
		484 93	653 17	173 26			74 11	214 65	521 [illegible]	399 09	[illegible]	[illegible] 31	251 37
		91 13		10 73			172 17	607 21	463 [illegible]	166 43		594 11	
8411 39	32 13	1643 97	1471 37	1164 67	343 28	467 46	1708 20	2955 47	3149 96	1199 45	[illegible]	469 96	299 56
			161 11		31 23	41 92	171 69	412 96	495 41	185 77	120 [illegible]	[illegible]	[illegible]
				95 73				145 12				[illegible]	
33 91													
78 00													
				9 31									
				152 38									
					6 62								
					51 49								
					6 35								
					44 25								
					1[illegible] 10								
					266 75								
							39 05						
							24 50						
								12 71					
									5 16				

4913A - Buff
8913A - Green
4213A - White

[illegible]-Greenwood Realignment FAUS 3317

Acct # 414665

	Check No.	Item	1	2	3	4	5	6	7	8	9	10	11
			Pre-	Preliminary Engineering					Construction Engineerin				
			[illegible] 1975 to Mar 25 1976	March 26 to Mar 31	April	May	June	July 1 to July 21 1976	July 22 to July 31	Aug	Sept.	Oct.	Nov.
1		Engineers Payroll	841 30										
2		Foster		32 13	[illegible] 72	[illegible] 72	44 24	94 21	169 59	202 53	49 35	370 21	94 20
3		Joyce			[illegible] 79	510 96	[illegible] 91	254 07	297 97	963 [illegible]	[illegible] 44	523 20	367 96
4		Burt			[illegible] 30	416 10				147 15	663 71	569 48	67 94
5		Judy			106 37	[illegible] 44				48 47	534 29	451 22	113 35
6		[illegible]			134 42	353 17	[illegible] 16			74 11	214 65	321 73	389 09
7		Parker			91 13		10 73			172 17	607 21	463 12	166 43
8													
9		Payroll Totals	[illegible]	32 13	[illegible] 27	1471 37	[illegible] 67	343 23	467 46	1708 29	2255 47	3148 26	1199 45
10													
11		Fringe Benefits											
12		SS- RS				161 11		31 23	41 92	171 69	412 96	495 41	185 71
13		SAIF					95 73				145 12		
14													
15													
16		Other Expenses											
17													
18	1631	Advertising-Bulletin	[illegible] 21										
19	1890	Specs - drawings	78 00										
20	3445	Telephone Calls					6 31						
21	3573	Pronto Print					152 30						
22	3693	Telegram						5 62					
23	3706	Printing						51 12					
24	3767	Telephone Calls						6 35					
25	3799	Blue Print Paper						44 15					
26	3807	Office Supplies						14 10					
27	3827	Printing						266 75					
28	3856	Advertising-Bulletin								39 05			
29	3898	Telephone Calls								29 50			
	15	Telephone									12 71		
	84	Telephone										5 16	

Realignment FAUS 3317

	Preliminary Engineering					Construction Engineering							
1	2	3	4	5	6	7	8	9	10	11	12	13	
1975 25 1976	March 26 to Mar 31	April	May	June	July 1 to July 21 '76	July 22 to July 31	Aug	Sept	Oct	Nov	Dec	Jan	Feb
										15 16			
										30 32			
											2 21		
											2 7		
												16 3	
												2 37	
													1 37
13 70	32 13	1613 97	1632 48	1423 21	794 96	509 33	1948 11	3526 36	3698 93	1430 68	596 23	1924 55	347

Total = # 5531 55

Total = # 13,962 13

4913A - Buff
8913A - Green
4213A - White

Newport-Greenwood Realignment FAUS 3317

Acct# 4414665

			Pre-	Preliminary Engineering					Construction Enginee				
			1	2	3	4	5	6	7	8	9	10	11
	Check No.	Item	July 1 '75 to Mar 25 '76	March 26 to Mar 31	April	May	June	July 1 to July 21 '76	July 22 to July 31	Aug	Sept	Oct	Nov
1													
2	4499	Telephone Calls											15 16
3	4542	Hubs-Stakes											30 22
4	4615	Telephone Calls											
5	4716	IBM Copies											
6	4820	Barricade Rental											
7	4910	Copy Paper											
8	5006	Telephone Calls											
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
21		TOTALS	$943 70	32 13	1613 97	1632 48	1423 21	749 96	509 33	1948 11	3526 23	3698 93	1430 63
22													
23													
24					Total = $5531 55					Total = $13,962 13			
25													
26													
27													
28													
29													

NEWPORT-GREENWOOD
FAUS 3317
SUMMARY OF COSTS

Description	Total Cost	
Preliminary Engr. - City	$ 5,531.55	
Water & Sewer Adj. - City	2,714.16	
Excavation Contract	21,017.17	City In-Kind Services $22,208
Concrete Contract	15,962.77	
Paving Contract	26,284.52	
Landscape Contract	7,279.94	
Traffic Sig Contract	14,772.00	
State Supplied Materials	17,308.00	
Signal Engineering	1,000.00	
Constr - Engr. - City	13,962.43	
Total	$125,832.54	
- 100% City Costs	- 90.00	C. O. No. C-3
	- 240.00	C. O. No. S-1
Total	$125,502.54	
- 78% Fed Gov. Share	97,892.00	
Total	$ 27,611.00	

50% State	50% City
$13,806	$13,806

Note: Contract payments subject to verification. Check with contract payments section.

ve/3/21/77

Mr. Jim Kinns
Contract Payments Executive

May 6, 1977

D. N. Harwell DN Harwell
County-City Engineer

Contract Nos. 8418 through 8422
Lafayette Avenue-Newport Avenue Section
FAUS 3317
City of Bend
Prefix: 309-1950 (Preliminary Engineering)
309-1090/94 (Construction Engineering)

I am attaching data from Mr. Robert Sandman, Region 4 Construction Engineer, regarding the City of Bend's summary of costs and cost breakdown on the FAUS project recently completed utilizing federal, state and city funds.

Please process for final payment in accordance with terms of the agreement dated March 25, 1976 and bring this matter to conclusion at your earliest convenience.

I call your attention to the fact there are no state charges reflected in this summarization and assume you have appropriate charges to date, or can obtain them through the Construction Section.

DNH:sch

Attachment

cc: Roger Gebauer, Construction Section
R. A. Sandmann, Region 4

DNH.

A Synopsis of the October 22, 1975 Meeting Relative to Federal Aid Programs and Local Government

The following represents an outline of the major areas discussed:

1. SPECIFICATIONS AND STANDARDS: Concern was voiced that requirements for Federal Aid projects on facilities under the jurisdiction of local authorities are too stringent. It was mentioned that the roadway widths were too wide and that required thicknesses of the base and pavement were excessive. They also indicated that small projects were "over engineered" and that specifications were too rigid.

2. CONTRACTING PROCEDURES: Some local entities want to develop their own design plans and specifications, advertise and award their own contract. They indicate that they do this on lots of other types of projects and feel they ought to be allowed to do this for Federal Aid jobs. They also would prefer to do much of the work with their own forces and/or a combination of their own forces, material purchases and contracting.

3. ADMINISTRATION: Opinions were expressed that the State should decentralize its administration of these programs to the local regional engineer and that the regional engineer should be given the necessary authority to work out the details of projects in any way best lending itself to the local situation, and agreeable to both the regional engineer and the local entities involved. A divergent opinion was expressed that the State should centralize the handling of these proejcts so that there would be less steps to go through and more "specialized" knowledge available for any given project. Regardless of centralization or decentralization all were in agreement that there were far too many steps and procedures to get through in order to build one of these projects, that too much time was involved, and that too many people were involved, the work procedures must be simplified, and that flexibility must exist so that judgment can prevail at the local level.

10/31/75

Lafayette-Newport

AGENDA

Preliminary Engineering

Design Standards (Geometrics)

Specifications

Review Process

Contracting Procedures

Advertise and Award

Administration

Inspection

Documentation

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 0 3 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701

FILE: PRO 6-6

May 2, 1977

Robert Sandmann

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Federal Aid Projects
and Local Governments

TO: H. S. Coulter
State Highway Engineer

The City of Bend project (Lafayette Avenue-Newport Avenue) recently completed resulted in the awareness by all involved that there are numerous areas where serious problems can occur. This project was a City administered and inspected street improvement funded by Federal, State and City money. The reason for problems occurring is a lack of understanding by the people involved of the requirements and limitations imposed on the other person.

There have been two meetings regarding the City of Bend project. The first meeting was October 22, 1975. A synopsis of that meeting is attached. The second meeting was on April 14, 1977. A copy of the agenda for that meeting is also attached.

The consensus of the people participating in the April, 1977 meeting is that the best chance at minimizing problems for projects like this in the future is to evaluate each project in more detail at the time the project agreement is prepared.

To accomplish this would require a set of guidelines for use in agreement development. The guidelines should be as specific as possible. To develop the guidelines, it will be necessary for representatives from the Design, Construction, Finance, County-City, and Federal Aid Sections as well as Region to work together. Representatives from additional sub-sections may be needed for specific information.

I strongly recommend you implement a task force or committee to review the project agreement preparation process. The major objective of the task force should be to develop guidelines for use in preparing project agreements for City or County administered and inspected projects in the future.

RAS:mr

enclosures

cc: J. H. Versteeg
C. T. Keasey
Vern Skoog
Larry Rulien

What is your recommendation -
please discuss -
HSC

RECEIVED
STATE HWY ENGR
MAY 3 '77
REFER TO Versteeg -
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 6, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Federal-Aid Projects and Local Governments

TO: H. S. Coulter
State Highway Engineer

If the cities plan to handle their own federal-aid contracting and administration there will be some problems - some critical because the FHWA may not participate in some phases of these projects. The cities will need to train their personnel to become adapt at interpretating federal regulations. The Highway Division will still have to provide some liaison, specification review, quantity checking, certification, etc. These are essentially a duplicating of effort so administrative costs will continue to be high on these projects.

If the cities are to handle the contract administration, we should eliminate all redundant reviews and simplify the procedures as much as possible. Project Management, the Region and the city should prepare the necessary project agreements. The location/design review responsibility should rest with the Region. On Department of Transportation contracts it will be necessary for the Specifications Unit to review the documents to determine that they do comply with state and federal regulations covering public works projects. The city then must administer the contract in compliance with the FHWA regulations and procedures to insure federal approval and participation in the costs of the project.

We do not anticipate that the cities will be letting enough federal-aid contracts to become totally familiar with federal-aid requirements. Each project then would start out with untrained personnel and through trial and error they will administer the contract through to its conclusion. Project Management and Construction can lay down the necessary guidelines for these projects with the least effort and confusion.

It does not appear to me that we need a large task force to develop an Action Plan for a few small city federal-aid projects. I would suggest then that the Project Management and Construction Sections can provide the necessary guidance on these city federal-aid projects with the cooperation of the city and the Region involved.

Please give me a call when you wish to discuss this.

JHV:jh

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

The federal dollars go to counties and cities by formula and the applicants provide the total required matching funds.

Under this arrangement, it is desirable to extend the maximum control possible to responsible officials who apply for a project under this program. In order to accomplish this, it has been determined that the matter of "base design" could best be resolved early in the development of the project and under your direction.

By working closely with local engineers or their consultants in developing a base design, you can develop a design more consistent with the local standards and requirements and which will also reflect commonly acceptable construction practice. We realize that in many instances the base design depth may be less than you are accustomed to constructing.

We also understand by taking this approach that somewhere, someday, we may have a "base failure." However, within the goals and objectives of the Off-System Program it is not desirable to design for a 100 percent fail-safe project. Local governments do not want it and cannot afford it.

The basis of your decision on "base design" should be supported by a memo to the file and submitted as part of the job records. This memo need not be elaborate or extensive, but it should clearly and concisely state the considerations which led to your ultimate decision on what the base requirements were.

We believe that this course of action will result in a more harmonious relationship with local officials and still produce a project that meets the local needs and is consistent with the intent of the Off-System Program.

Contrary to normal procedures, when an Off-System project is located and the design is completed in the field, send the "box of project data" to the Local Government Programs Engineer in Salem for further processing.

If you have any questions, I'll be glad to discuss them with you.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
F. E. Terpin
George N. Hopkins
Federal-Aid Engineers
G. L. Green, FHWA

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 23, 1977

TO Region Engineers

H. S. Coulter

FROM H. S. Coulter
State Highway Engineer

SUBJECT Safer Off-System Roads Program

In August 1976 procedures were negotiated with FHWA allowing the Highway Division to accept a project certification from a county, city or their consultant who was performing the engineering on an Off-System project.

This revision to our normal procedures was considered prudent in order that local officials could exert a greater influence on projects which were not on the Federal Aid System. This was expected to result in a minimum of "double engineering" by us in assuring that certain standards were met.

The object, of course, was to give counties and cities the maximum project for the dollars available.

Our supervisors, generally, have accepted this philosophy and are attempting to move Off-System projects through the pipeline as expeditiously as possible.

There is still one issue that is proving difficult to handle; this is "base design requirements." In some instances, we have been severely criticized and accused of requiring "over design" of the base course on county roads or city streets carrying a minimum ADT and relatively light wheel loads. In some cases our requirements are greater than the local standards and also greater than that of the adjacent facility to which the current project abuts. This difference in standards is very difficult for county and city engineers or their consultants to accept, and is considered by some to be a wasteful and extravagant use of a limited source of construction funds.

The matter of administering the Off-System Program is not optional with us. If Oregon gets the Off-System dollars, it is required that the program be administered by the Department of Transportation even though all of the funds go to counties and cities.

themselves deeply enough at the early stages of a project that they are satisfied that the requirements are understood and being followed.

I believe that all of our Region staffs and Resident Engineers understand what is required by the FHWA in the way of substantial compliance and documentation, and can provide the coaching necessary to achieve acceptable projects at the least additional cost.

The thorough review of the proposed projects by the Project Management and Construction Sections with the cooperation of the Regions and the local entities should be adequate to ensure that the project agreements cover all necessary and pertinent requirements.

I do not believe it is necessary to assemble a large task force to develop agreement guidelines.

cc C. T. Keasey
J. H. Versteeg
V. E. Skoog
L. W. Rulien

GENERAL FILES

ORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE June 9, 1977

TO Robert A. Sandmann
Region Construction Engineer
Bend

FROM H. S. Coulter
State Highway Engineer

SUBJECT Local Government Administration of Federal-Aid Projects
(Your May 2, 1977 letter)

The matter of administering the Off-System, Title II, FAU, FAS-C and similar types of projects by local government jurisdictions is not optional with the Department of Transportation. Regulations state that, if the local governments are to get these funds, they must be administered by DOT.

DOT is required to certify to the FHWA that the projects were developed in accordance with appropriate regulations for the particular type of work and that they have been constructed in substantial compliance with the contract plans and specifications, using acceptable construction practices and approved materials testing and inspection procedures.

I believe my May 23 letter to the Region Engineers, if applied also to aspects of the design phase other than base design, adequately describes the involvement necessary to insure a more harmonious relationship with local officials on these projects.

It is obvious that most local officials and consultants are not familiar with the detail of documentation necessary to meet the requirements of a federal audit so as to assure federal approval and participation in the project costs.

We do not anticipate that most cities and counties will be letting enough federal-aid contracts to become totally familiar with the federal-aid requirements. This can be and is frustrating to otherwise very competent people.

Local officials and consultants must understand from the outset the necessity for our involvement and that of the FHWA. This makes it necessary that the Region and Liaison Enineers involve

5118

June 13, 1977

R. L. Coats
B. B. Newport Avenue
Bend, OR 97701

Dear Mr. Coats:

Contract No. 8418 awarded to you for excavation on the Lafayette Avenue-Newport Avenue (Bend) Section of FAUS 3317 in Deschutes County was completed on October 21, 1976 and accepted by the State Highway Engineer on June 8, 1977.

Final payment will be released to you as soon as payment processing can be completed, but not before June 20, 1977.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc City of Bend
City Hall
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8419

June 13, 1977

Jack Waterfield Constr.
531 S.E. Railroad
Bend, OR 97701

Gentlemen:

Contract No. 8419 awarded to you for concrete work on the Lafayette Avenue-Newport Avenue (Bend) Section of FAUS 3317 in Deschutes County was completed on October 29, 1976 and accepted by the State Highway Engineer on June 8, 1977.

The total contract amount is $15,960.59 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

City of Bend
City Hall
Bend, OR 97701

8420

June 13, 1977

R. L. Coats
B. B. Newport Avenue
Bend, OR 97701

Dear Mr. Coats:

Contract No. 8420 awarded to you for paving on the Lafayette Avenue-Newport Avenue (Bend) Section of FAUS 3317 in Deschutes County was completed on October 23, 1976 and accepted by the State Highway Engineer on June 8, 1977.

The total contract amount is $25,984.52 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc City of Bend, City Hall, Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

84-21

June 13, 1977

Alpine-Land, Inc.
2525 N.E. Butler Market Rd.
Bend, OR 97701

Gentlemen:

Contract No. 8421 awarded to you for landscaping on the Lafayette Avenue-Newport Avenue (Bend) Section of FAUS 3317 in Deschutes County was completed on November 26, 1976 and accepted by the State Highway Engineer on June 8, 1977.

The total contract amount is $7,279.74 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

City of Bend
City Hall
Bend, OR 97701

5423

June 13, 1977

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

Contract No. 8422 awarded to you for traffic signal installation on the Lafayette Avenue-Newport Avenue (Bend) Section of FAUS 3317 in Deschutes County was completed on November 3, 1976 and accepted by the State Highway Engineer on June 8, 1977.

Final payment will be released to you as soon as payment processing can be completed, but not before June 20, 1977.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

City of Bend
City Hall
Bend, OR 97701

NEWPORT-GREENWOOD
FAUS 3317
SUMMARY OF COSTS

Description	Total Cost	
Preliminary Engr. - City	$ 5,531.55	
Water & Sewer Adj. - City	2,714.16	
Excavation Contract	21,017.17	
Concrete Contract	15,962.77	City In-Kind Services
Paving Contract	26,284.52	$22,667.45
Landscape Contract	7,279.94	
Traffic Sig Contract	14,772.00	
State Supplied Materials	17,308.00	
Signal Engineering	1,000.00	
Constr - Engr. - City	14,421.74	
Total	$126,291.85	
- 100% City Costs	- 90.00	C. O. No. C-3
	- 240.00	C. O. No. S-1
Total	$125,961.85	
- 78% Fed Gov. Share	- 98,250.00	
Total	$ 27,712.00	

50% State	50% City
$13,856.	$13,856.

APPROVED

6/17/77 - Revised

1905

CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

June 17, 1977

Mr. Carl Williams, Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Re: Newport - Greenwood FAUS-3317

Dear Carl:

Now that the contracts for this project have been accepted as complete by FHWA, we have been able to prepare the final costs incurred by the City. These costs, plus State and contract costs, comprise the total costs for the project subject to being shared.

I recognize there are additional costs incurred by the State that are not included in the attached summary dated June 17, 1977. However, it appears there will be a reimbursement to the City of approximately $8,000.00.

Please contact me if you need additional information or clarification on these figures.

Very Truly Yours,

John Joyce

John Joyce
City Engineer

Enclosures

ROE RE RME [✓ RCE] FAE
RTE RECEIVED ENV
RUE JUN 20 1977 R[illegible]
RSO REGION 4 RBE
ASSIGNED________________

I noted and discussed with Mr Joyce the absence in payroll benefits billed of such eligible factors as leave time and group insurance fees paid by City under 4 plans. City will develop for the future a more inclusive labor cost. There were no indirect costs or any C.E.T.A. employees included in labor charges, so no adjustments were required there.

CONCLUSION

Audited City costs of $22,130.38 are eligible for FHWA participation. This represents a reduction of the claim by City and will be paid as an element in final settlement of the project.

The Program Management section of OSHD will make whatever payment is due the City.

APPROVED
V.E. Skoog
[illegible]
Oregon State Highway Division

DWJ:mm

cc: Bob Prange ✓
R.J. Hacek

STATE OF OREG[illegible] **INTERO[illegible]CE MEMO**

TO: Vernon E. Skoog
Controller

DATE: August 16, 1977

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Audit Report
City of Bend
FAP#:M-3317(1)

DEFINITION STATEMENT

FHWA approved on November 20, 1975, an Urban System Project Agreement between OSHD and City of Bend for the Greenwood Ave./Newport Ave.

By terms of the Agreement City was to provide by its own forces the preliminary engineering, construction engineering and utility relocation. Engineering was to be billed at actual cost, and the City owned utilities were to be relocated for a lump sum cost of $2,714.16.

City submitted a first and final billing on June 17, 1977, for its total costs of $22,667.45, of which only engineering costs, $19,953.29, were subject to audit.

ANALYSIS

On August 4-5,1977. I met with John Joyce, City Engineer, and his staff at Bend City Hall. The audit was performed in accordance with generally accepted auditing principles and federal reimbursement requirements.

The billing was clearly a product of City's accounting system and costs billed were reasonable, allocable to the project and properly documented. Daily Time Records, Compensation Records, Accounts Payable files and a General Journal entry supported all significant charges tested.

Certain preliminary engineering costs, however, were incurred prior to the authorization date, November 20, 1975; these were ineligible and will be deducted from the billing to a total of $537.07=

Labor- of $841.89 only the following charges were proper:

Donahue	$123.67
Foster	72.30
Judy	55.96
Parker	76.70
Eligible Labor	$328.63

No payroll additives were affected.

Supplies & Services-of $101.81 only $78.00 was eligible.

Refer to this letter
when final billing is
prepared

81.125.1367

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE [✓] FAE ☐ OPE ☐
AUG 19 1977
TAA Prange File: PM FA LG OP

N

The final cost of all the contracts including all changes orders and engineering was $113,940.12. The total of the original authorizations for these contracts was $119,371.91.

Several of the contracts overran their respective contract times. This information is presented below:

CONTRACT		CONTRACT TIME-DAYS	EXTENS. DAYS	TIME USED DAYS	DAYS OF LIQUATED DAMAGES
8418-Excavation		35	2	37	---
8419-Concrete	Phase A	14	1	15	---
	B	24	1	25	---
	C	30	13	43	---
8420-Paving		35	-	38	3
8421-Landscaping		35	18	53	---
8422-Traffic Signal		45	-	45	---

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was held March 31, 1977.

8418 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732 STATE COPY 8

U.S. DE TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
WASH DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION OREGON
DATE OF REPORT January 6, 1978	REPORT MADE BY David B. Carter		PROJECT NO. M-3317(1)
COMPLETION DATE November 26, 1976	ACCEPTANCE DATE BY CONTRACT AGENCY June 8, 1977	TIME ELAPSED See Below %	CONTRACT TIME See Below
APPROVED EXTENSIONS See Below	LOCATION City of Bend, Oregon		

RECEIVED
STATE HWY ENGR
JAN 17 78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-17-78

[illegible]

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEWPORT-GREENWOOD SECTION
CITY OF BEND
Grading, Base, Paving & Traffic Signal

This project, which consists of the five separate contracts provided for the realignment of the Newport St-Greenwood Avenue Intersection, widening Wall Street at Bond Street to 400 feet north of Lafayette Avenue and realignment of Lafayette Avenue at Wall Street. Also included was the revision of the traffic signal at the Newport Street-Greenwood Avenue Intersection.

A summary of the five contracts is as follows:

WORK TYPE	CONTRACTOR	CONTRACT BID AMOUNT	FINAL CONTRACT AMOUNT *
Excavation	R. L. Coats	$21,308.00	$20,401.00
Concrete	J. Waterfield	16,410.28	15,918.66
Paving	R. L. Coats	25,776.50	26,721.42
Landscaping	Al Pine Land Inc	6,206.00	6,306.00
Traffic Signal	Hamilton Elec	14,532.00	14,532.00

* Original bid items only

COPY SENT
JAN 16 1978
Washington

*NOTE: Not applicable for direct federal projects. -more-

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1-13-78	TITLE District Engineer	DATE 1-13-78

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

SUMMARY OF FUNDS

Description	Total Cost	Federal Cost	State Funds	City Funds
P.E.	$ 12,350.00	$ 10,592.00	$ 879.00	$ 879.00
Roadway Excavation	27,625.00*	23,693.00	1,966.00	1,966.00
Roadway Concrete	18,870.00*	16,184.00	1,343.00	1,343.00
Roadway Paving	29,640.00*	25,422.00	2,109.00	2,109.00
Landscaping	7,136.00	6,120.00	508.00	508.00
Traffic Signals	37,616.00	32,263.00	2,676.50	2,676.50
Totals	$133,237.00	$114,274.00	$9,841.50	$9,481.50

Group 1 - 100% (each prefix)
Prefix No. 309-1950 P.E.
Contract No. 8418
Prefix No. 309-1990
Contract No. 8419
Prefix No. 309-1091
Contract No. 8420
Prefix No. 309-1092
Contract 8421
Prefix 309-1093
Contract No. 8422
Prefix No. 309-1094

Gen. File

Oregon State Highway Division
Salem, Oregon June 26, 1978

Federal Aid Project
No. M-3317(1)

Lafayette Ave.-Newport Ave. (Bend) Section
FAU 3317 (N.W. Wall St.)
Deschutes County

Revised Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$12,350.00
Type Code 6201		
Roadway Excavation (Sta. (-) 2+75 to Sta. 3+15)(Newport Ave.)(Sta. 1+30 thru Eq. 7+36.7 Bk = 0+00 Ah. to Sta. 3+80)(N.W. Wall St.)		
Subtotal of Previous Estimate Oct. 5, 1976		$24,022.16
	Engineering	3,602.84
	Total	$27,625.00
Type Code 6201		
Roadway, Concrete		
Subtotal of Previous Estimate Oct. 5, 1976		$16,410.28
	Engineering	2,459.72
	Total	$18,870.00
Type Code 6201		
Roadway, Paving		
Subtotal of Previous Estimate of Oct. 5, 1976		$25,776.50
	Engineering	3,863.50
	Total	$29,640.00
Type Code 6201		
Landscaping		
Subtotal of Previous Estimate of Oct. 5, 1976		$ 6,206.00
	Engineering	930.00
	Total	$ 7,136.00
Type Code Y031		
Traffic Signal Installation		
Intersection of Wall St. @ Greenwood Ave.		
Traffic Signal Installation (Complete)	All Required	$14,532.00
Anticipated Item		
State Contract Supplied Material	All Required	$17,308.00
	Subtotal	$31,840.00
	Engineering	4,776.00
	Engineering (Signal Controller Testing)	1,000.00
	Total	$37,616.00

Length of Project . . . . 0.299 miles
Cost of Roadway Per Mile $254,632.10*

7418 - 8419 - 8420 - ...

8

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-20	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 1	7-10-78	County Deschutes
		Project Number M-3317(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 13, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 123,679.00	$ 133,237.00
Federal funds	$ 96,699.00	$ 114,274.00
Other revisions		

This modification is made for the following reasons:

To include increase in preliminary engineering costs; construction engineering costs and contract bid item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of July, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

66717

```
                         XX JOB TOTALS XX                     XX                    XX   26,547.64  XX

-NEWPORT AV LANDSCAP CONT NO  421 X FA PROJ NOS M   31700. .00                                 00       STA
                     309   1093     201      00 P 1 condr.                             7,579.94



                                                                  JULY 1978          PAGE  146
E JOB COST SUMMARY
                                                                    FISCAL           GRAND TOTAL     ACTIV
OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE         BEG
                     309   1093     203      00 P 1 Cr.                                  300.00CR       76
                     309   1093     206      00 N 1 int.                                   5.22         77
                     309   1093     295      00 N 9 Trans City St                        500.00         78
                     309   1093     296      00 N 9 "   "                              5,836.00CR       77
                     309   1093     298      00 N 9 "   Fed.                           5,336.00         77
                     309   1093     900      00 P 1 Engr                                  81.21         77
                     309   1093     900      00 N 1 "                                     37.64         77
                     309   1093     900      02 N 1 "                                      9.41         77
                                    TOT      P1                                        7,361.15
                                    TOT      N1                                           52.27
                         XX JOB TOTALS XX                     XX                    XX   7,413.42  XX

-NEWPORT AV SIGNALS  CONT NO 8422 X FA PROJ NOS M   317001 100                                00       STAT
                     309   1094     201      00 P 1 Contr                              14,532.00
                     309   1094     201      00 N 1 "                                     240.00
                     309   1094     206      00 N 1 Int.                                   17.40
                     309   1094     210      01 P 1 Mat. Furn. } SFO#1                 14,668.35        76
                     309   1094     270      01 P 1                                     1,221.98        76
                     309   1094     270      02 P 1 SFO#2                                 579.17
                     309   1094     270      03 P 1 SFO#3                               1,006.30
                     309   1094     295      00 N 9                                     3,500.00        78
                     309   1094     296      00 N 9                                    28,661.14CR      76
                     309   1094     298      00 N 9                                    25,161.14
                     309   1094     900      00 P 1                                        42.94
                     309   1094     915      00 P 1 Audit                                 128.75
                                    TOT      P1                                        32,179.49
                                    TOT      N1                                           257.40
                         XX JOB TOTALS XX                     XX                    XX  32,436.89
```

```
                                                                                                   00        STATE
CPT AV CONC      CONT NO 8419 * FA PROJ NOS M    317001 100
                      309    1091      201       00 P 1 Contr.                                15.870.69      76    77
                      309    1091      201       00 N 1   "                                       90.00      77    77
                      309    1091      206       00 N 1 Int.                                       6.47      77
                      309    1091      295       00 N 9 Trans. City                            1.600.00      78
                      309    1091      296       00 N 9   "     St.          1.210.07CR       15.292.24CR    76    78
                      309    1091      298       00 N 9   "     Fed.         1.210.07         13.692.24      76    78
                      309    1091      900       00 P 1 Engr.                                     93.31      76    77
                      309    1091      900       00 N 1   "                                        9.41      77    77
                      309    1091      900       02 N 1   "                                        9.41      76    76
                                       TOT       P1                                           15.963.90
                                       TOT       N1                                              115.29
                                    ** JOB TOTALS **              **              **          16.079.19  **

                                                                                                   00        STATE
CPT AV PAVING    CONT NO 8420 * FA PROJ NOS M    317001 102
                      309    1092      201       00 P 1 Contr.                                26.284.52      76    77
                      309    1092      203       00 P 1 Cr. } Lia. Dam.            6.00          294.00CR    76    78
                      309    1092      203       00 N 1 Cr. }                      6.00CR          6.00CR    79    79
                      309    1092      206       00 N 1 Int.                                      20.41      77    77
                      309    1092      270       01 P 1 SFO#1                                    309.52      77    77
                      309    1092      295       00 N 9 Trans. City                            2.800.00      78    78
                      309    1092      296       00 N 9   "      St          2.013.[illegible]CR  26.633.34CR    76    78
                      309    1092      298       00 N 9   "      Fed         2.013.[illegible]   [illegible].733.74  76    78
                      309    1092      900       00 P 1 Engr.                                    202.21      76
                      309    1092      900       00 N 1   "                                     18.82      76    76
                      309    1092      900       02 N 1                                          9.41      77    77
                      309    1092      985       00 P 1 E.E.O.                          [illegible].75      76    76
                                       TOT       P1                                6.00       26.505.00
                                       TOT       N1                                6.00CR        42.64
                                    ** JOB TOTALS **              **              **          26.547.64  **
```

```
COST SUMMARY                                                          DECEMBER 1978          PAGE  167

                                                                        FISCAL              GRAND TOTAL    ACTIVE YRS
E OF DEPARTMENT        PREFIX        FUNCTION   GP  CURRENT MONTH    YEAR TO DATE            TO DATE       BEG   END
                       309  1090      201       00 P 1                       6.00              294.00CR      76    78
                       309  1090      201       00 N 1                       6.00CR              6.00CR      78    78
                       309  1090      206       00 N 1                                          16.71        77    77
                       309  1090      285       01 P 1                                       2,714.16        78    78
                       309  1090      295       00 N 9                                       6,000.00        78    78
                       309  1090      296       00 N 9                  13,000.36CR         39,660.36CR      76    78
                       309  1090      298       00 N 9                  13,000.36           33,660.36        76    78
                       309  1090      900       00 P 1                                      15,033.95        76    78
                       309  1090      900       00 N 1                      46.32              102.78        77    78
                       309  1090      900       02 P 1                                         266.31        76    77
                       309  1090      900       02 N 1                                         159.97        76    77
                       309  1090      915       00 P 1                                         214.62        76    77
                                      TOT       P1                           6.00           39,244.91
                                      TOT       N1                          40.32              273.46
                                   ** JOB TOTALS **              **         46.32  **       39,518.37  **

                                                                                                   00      STATE
CRT AV CONS       CONT NO 8419 * FA PROJ NOS M    317001 100
                       309  1091      201       00 P 1 Contr.                               15,870.59 ✓    76    77
                       309  1091      201       00 N 1   "                                      90.00 ✓    --    77
                       309  1091      206       00 N 1 Int.                                      6.47        --    77
                       309  1091      295       00 N 9 Trans. City                           1,600.00        76    78
                       309  1091      296       00 N 9   "    St.        1,210.07CR         15,292.24CR      76    78
                       309  1091      298       00 N 9   "    Fed.       1,210.07           13,692.24        76    78
                       309  1091      900       00 P 1 Engr.                                    93.31        76    77
                       309  1091      900       00 N 1   "                                       9.41        --    77
                       309  1091      900       02 N 1   "                                       9.41        76    76
                                      TOT       P1                                          15,963.90
                                      TOT       N1                                             115.29
                                   ** JOB TOTALS **              **               **        16,079.19  **

                                                                                                   00      STATE
CRT AV PAVING     CONT NO 8420 * FA PROJ NOS M    317001 100
                       309  1092      201       00 P 1 Contr.                               26,284.52 ✓    76    77
                       309  1092      203       00 P 1 Cr. } Liq. Dam.       6.00              294.00CR ✓  76    78
                       309  1092      203       00 N 1 Cr. }                 6.00CR              6.00CR ✓  78    78
                       309  1092      206       00 N 1 Int.                                     20.41        77    77
                       309  1092      270       01 P 1 SFO#1                                   309.52 ✓    77    77
                       309  1092      295       00 N 9 Trans. City                           2,800.00        78    78
                       309  1092      296       00 N 9   "    St.        2,013.77CR         25,533.34CR      76    78
                       309  1092      298       00 N 9   "    Fed        2,013.77           22,733.34        76    78
                       309  1092      900       00 P 1 Engr.                                   202.21        76    77
                       309  1092      900       00 N 1   "                                      18.82        76    76
                       309  1092      900       02 N 1   "                                       9.41        77    77
                       309  1092      985       00 P 1 F.E.C                                     2.75        76    76
```

COST SUMMAR DECEMBER 1978 PAGE 167

DEPARTMENT	PREFIX		FUNCTION			GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	309	1090	203	00	P	1	Cr. Liq. Dam	6.00	294.00CR	76	[illegible]
	309	1090	203	00	N	1	Cr. " "	6.00CR	6.00CR	78	78
	309	1090	206	00	N	1	Int		16.71	77	[illegible]
	309	1090	285	01	P	1	Ut. Repayments SFO#1		2,714.16	78	[illegible]
	309	1090	295	00	N	9	Tr. City		6,000.00	78	[illegible]
	309	1090	296	00	N	9	" St.	13,000.36CR	39,660.36CR	76	[illegible]
	309	1090	298	00	N	9	" Fed	13,000.36	33,660.36	76	[illegible]
	309	1090	900	00	P	1	Engr		15,033.95	76	[illegible]
	309	1090	900	00	N	1		46.32	102.78	77	[illegible]
	309	1090	900	02	P	1	"		266.31	76	[illegible]
	309	1090	900	02	N	1	"		159.97	76	[illegible]
	309	1090	915	00	P	1	Audit		214.62	76	[illegible]
			TOT	P1				6.00	39,244.91		
			TOT	N1				40.32	273.46		
			** JOB TOTALS **				**	46.32 **	39,518.37 **		
PT AV CONC	CONT NO 8419 * FA PROJ N. M 317001 100								00	STATE	
	309	1091	201	00	P	1			15,870.59	76	77
	309	1091	201	00	N	1			90.00	77	77
	309	1091	206	00	N	1			6.47	77	77
	309	1091	296	00	N	9			1,600.00	78	78
	309	1091	296	00	N	9		1,210.07CR	15,292.24CR	76	78
	309	1091	298	00	N	9		1,210.07	13,692.24	76	78
	309	1091	900	00	P	1			93.31	76	77
	309	1091	900	00	N	1			9.41	77	77
	309	1091	900	02	N	1			9.41	76	76
			TOT	P1					15,963.90		
			TOT	N1					115.29		
			** JOB TOTALS **				**	**	16,079.19 **		

```
                                                                                                                 STATE
COOS BAY        CONT NO 8840    FA PROJ NOS M   671002 100                                                        78       79
                     306    1062      900       00 P 1       53.96            79.50              79.50            79
                     306    106.      900       00 N 1         .50            10.50              10.50            79       79
                     306    1062      900       00 F 1       26.86            26.86              26.86
                                      TOT       P1           30.82           106.36             106.36
                                      TOT       N1           10.50            10.50              10.50
                                   ** JOB TOTALS **          91.32  **       116.86  **         116.86  **

                                                                                                   00      STATE
NCS PAVEMNT MRK CONT NO       FA PROJ NOS RMS 005022 100                                        698.55      78       78
                     308    1053      279       01 P 1                                          698.55CR    78       78
                     308    1053      296       00 N 9                       698.55CR           698.55      78       78
                     308    1053      298       00 N 9                       698.55             698.55
                                      TOT       P1                                              698.55  **
                                   ** JOB TOTALS **                 **                **

                                                                                                   00      STATE
[illegible] CONT NO 8418 * FA PROJ NOS M   317001 100                                        21,310.82      76
                     309    1090      201       00 P 1  Contractor

                                                                       DECEMBER 1978            PAGE 167

                                                                          FISCAL             GRAND TOTAL    ACTIVE YRS
 DEPARTMENT          PREFIX             FUNCT  N    GR  CURRENT MONTH  YEAR TO DATE           TO DATE       BEG   END
                     309    1090      203       00 P 1  Cr. Liq. Dam       6.00               294.00CR     76
                     309    1090      203       00 N 1  Cr.  "    "        6.00CR               6.00CR     76
                     309    1090      206       00 N 1  Int.                                   16.71       77
                     309    1090      285       01 P 1  Ut. Payments SFO# 1                  2,714.16      78
                     309    1090      295       00 N 9  Tr. City                             6,000.00      78
                     309    1090      296       00 N 9  "   St.       13,000.36CR           39,660.36CR    76
                     309    1090      298       00 N 9  "   Fed       13,000.36             33,660.36      76
                     309    1090      900       00 P 1  Engr                                15,033.95      76
                     309    1090      900       00 N 1  "                 46.32                102.78      77
                     309    1090      900       02 P 1  "                                      266.31      76
                     309    1090      900       02 N 1  "                                      159.97      76
                     309    1090      915       00 P 1  Audit                                  214.62      76
                                      TOT       P1                         6.00             39,244.91
                                      TOT       N1                        40.32                273.46
                                   ** JOB TOTALS **            **         46.32  **         39,518.37  **

                                                                                                   00      STATE
         CONT NO 8418 * FA PROJ N   M   317001 100                                           [illegible]
```

```
              309   1950   296    00 N 9  "     "    State                                   1.600.00
              309   1950   298    00 N 9  "     "    Fed.            3.535.35CR            12.158.54CR
              309   1950   901    00 P 1  Res. engr.                 3.535.35              10.558.54
              309   1950   901    00 N 1  "     "                                           8.084.91
              309   1950   903    00 P 1  Local Agency - Bend                                537.07  Non-Par
              309   1950   905    00 P 1  Final Des                                        1.454.94
              309   1950   908    00 P 1  Field Testing                                      183.28
              309   1950   911    00 P 1  Signing- Traffic Dept.                              78.70
              309   1950   914    00 P 1  Utilities L.A.                                   1.694.18
              309   1950   920    00 P 1  Prog. & Plan.                                      113.36
              309   1950   921    00 P 1  Specs.                                              10.02
              309   1950   92[illegible]    00 P 1  Env. Sec.                                  202.86
              309   1950   924    00 P 1  ODOT                                               441.54
                           TOT    P1                                                          61.36
                           TOT    N1                                                      12.325.23
                                                                                             537.07
                        ** JOB TOTALS **          **                     **              12.862.30  **
HILL ST  BEND        CONT NO           FA PROJ NOS PRC 003021 100
              309   1976   901    00 P 1                                                       00     STATE
              309   1976   905    00 P 1                             523 88                  667.04
                           TOT    P1                                                         132.79
                        ** JOB TOTALS **          **                 523 88                  799 83
                                                                     523 38   **             799 83  **
S[illegible] ST  BEND      CONT NO           FA PROJ NOS PRO 003026 100
              309   1977   296    00 N 9                                                       00     STATE
              309   1977   298    00 N 9                             1.647.28CR            1.647.28CR
              309   1977   901    00 P 1                             1 647 28              1.647 28
              309   1977   906    00 P 1                                                   1.640 93
              309   1977   914    00 P 1                                                      95 03
              309   1977   916    00 P 1                                                      92 35
                           TOT    P1                                                           00
                        ** JOB TOTALS **          **                     **              1.830 31
                                                                                         1.830 31  **
[illegible] ST           CONT NO           FA PROJ NOS N  245001 100
              309   1987   901    00 P 1                                                              STATE
                                                                     [illegible]          [illegible]
```

```
    SUMMARY                                                       DECEMBER 1979          PAGE  621

                                                                              FISCAL          GRAND TOTAL
 E OF DEPARTMENT          PREFIX          FUNCTION   GP  CURRENT MONTH     YEAR TO DATE        TO DATE

                                          TOT      P1            69.50           1.172.45          1.172.45
                                       ** JOB TOTALS **          69.50  **       1.172.45  **      1.172.45  **

EAN BLVD               CONT NO          FA PROJ NOS M    741001 100                                              STATE
                          206     1947       295      00 N 9     1.075.00           1.075.00          1.075.00
                          206     1947       296      00 N 9     1.075.00CR         1.075.00CR        1.075.00CR
                                       ** JOB TOTALS **                 **                  **                **

-NEWPORT AV BEND       CONT NO          FA PROJ NOS M    317001 100                                  00          STATE
                          309     1950       295      00 N 9 Trans Funds City                          1.600.00
                          309     1950       296      00 N 9   "     "   State      3.535.35CR        12.158.54CR
                          309     1950       298      00 N 9   "     "   Fed.       3.535.35          10.558.54
                          309     1950       901      00 P 1 Res. Engr.                                8.084.93
                          309     1950       901      00 N 1   "                                         537.07
                          309     1950       903      00 P 1 Local Agency - Bend                       1.454.94
                          309     1950       905      00 P 1 Final Des                                   183.28
                          309     1950       908      00 P 1 Field Testing                                78.70
                          309     1950       911      00 P 1 Signing-Traffic Dept.                     1.694.18
                          309     1950       914      00 P 1 Utilities L.A.                              113.36
                          309     1950       920      00 P 1 Prog. & Plan.                                10.08
                          309     1950       921      00 P 1 specs.                                      202.86
                          309     1950       922      00 P 1 Env. Sec.                                   441.54
                          309     1950       924      00 P 1 ODOT                                         61.36
                                          TOT      P1                                             12.325.23
                                          TOT      N1                                                537.07
                                       ** JOB TOTALS **                 **                  **    12.862.30  **

HILL ST  BEND          CONT NO          FA PROJ NOS PRO 003021 100                                   00          STATE
                          309     1976       901      00 P 1                           523.88            667.04
                          309     1976       905      00 P 1                                             132.79
                                          TOT      P1                                  523.88            799.83
                                       ** JOB TOTALS **                 **             523.88  **        799.83  **

    ST  BEND           CONT NO          FA PROJ NOS PRO 003026 100                                   00          STATE
                          309     1977       296      00 N 9                         1.647.28CR        1.647.28CR
                          309     1977       298      00 N 9                         1.647.28          1.647.28
                          309     1977       901      00 P 1                                           1.640.93
                          309     1977       905      00 P 1                                              95.03
                          309     1977       914      00 P 1                                              92.35
```

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
Misc. Project Costs					
Audit Expense	All Required			$ 343.37	✓
Equal Opportunity Program Expense	All Required			2.75	✓
Total Participating Misc. Exp.				$ 346.12	
Total Participating Cost				$133,579.68	
Non Participating Items					
Preliminary Engineering	All Required			$ 537.07	✓
Final Contract Payment Summary Contr. 8419		Lump Sum		90.00	✓
Contr. 8422		Lump Sum		240.00	✓
Construction Engineering	All Required			~~310.53~~	356.85
Liquidated Damages Contr. 8418				(6.00)	✓
Contr 8420				(6.00)	✓
Interest Paid to Contractor	All Required			66.21	✓
Total Nonparticipating Cost				$ 1,231.81	
TOTAL COST				$134,811.49	

Prepared Based on Participating Costs as shown on Federal Billing as of 10/19/78

* eligible city costs per audit

AMOUNT CARRIED FORWARD.....

FORM PR-20C (REV. 9-72)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LaFayette Ave.-Newport Ave.(Bend) Section					
	FAU 3317 (N.W. Wall St.)					
	Deschutes County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 7,330.75	✓
	City of Bend	All Required			4,994.43	* ✓
	Total Participating P.E.				$ 12,325.23	✓
	Construction					
	Type Code 6201					
	Roadway (Sta. (-)2+75 To 3+15)(Newport Ave.) (Sta. 1+30 thru eq. 7+36.7 BK = 0+00 AH. To Sta. 3+80)(N.W. Wall St.)					
	Final Contract Payment Summary Contract 8418		Lump Sum		$ 21,310.87	✓
	Contract 8419		Lump Sum		15,870.59	✓
	Contract 8420		Lump Sum		26,234.52	✓
SFO	#1 (Contr. 8418) Adjust City of Bend Owned Water and Sewer Facilities		Lump Sum		2,714.16	* ✓
SFO	#1 (Contr. 8420) Permanent Striping	All Required			309.52	✓
	Sub Total				$ 66,489.66	
	Type Code Y003					
	Landscaping					
	Final Contract Payment Summary Contr. 8421		Lump Sum		7,279.94	✓
	Type Code Y031					
	Traffic Signal Installation					
	Intersection of Wall St. @ Greenwood Ave.					
	Final Contract Payment Summary Contr. 8422		Lump Sum		14,532.00	✓
SFO	#1 Purchase Signal Materials		Lump Sum		15,890.33	✓
SFO	#2 Furnish & Install Traffic ControlsSigns	All Required			579.17	✓
SFO	#3 Realign Crosswalk (Wall St.)	All Required			1,006.30	✓
	Sub Total				$ 32,007.80	
	Total Participating Construction				$105,777.40	
	Construction Engineering					
	State	All Required			1,297.19	✓
	City of Bend	All Required			14,421.74	*
	Total Participating C.E.				$ 15,718.93	
	Liquidated Damages					
	Final Contract Payment Summary Contr. 8413		Lump Sum		(294.00)	✓
	Contr. 8420		Lump Sum		(294.00)	✓
	Total Participating Liquidated Damages				$ (588.00)	✓
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 11-20-75 TO 1-13-78

FEDERAL AID PROJECT NO. M-3317(1) BEND

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
.E.	$12,862.30	$ 12,325.23	85.77%	$ 10,571.35	$ 10,571.35	$0.00
ntr.8418	39,472.05	39,244.91	85.77%	33,660.36	33,660.36	0.00
8419	16,079.19	15,963.90	85.77%	13,692.24	13,692.24	0.00
8420	26,547.64	26,505.00	85.77%	22,733.34	22,733.34	0.00
8421	7,413.42	7,361.15	85.77%	6,313.66	6,313.66	0.00
8422	32,436.89	32,179.49	85.77%	27,600.35	27,600.35	0.00
	$134,811.49	$133,579.68	85.77%	$114,571.30	$114,571.30	$0.00

RECEIVED DIVISION OFFICE BY DATE

DIVISION OFFICE REVIEW MADE BY DATE

PASSED FOR PAYMENT BY DATE

V.B. Skoog
Controller

REMARKS Oregon

10/4/78

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 29, 1979

CITY Bend **Contract No's** 8418, 8419, 8420, 8421, 8422 **Date Completed** 11-26-76

PROJECT #M-3317(1) **Section** Lafayette Ave.-Newport Ave.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 12,862.30
Total Contract Payments		85,607.92
SFO#1 (Cont. #8418) Adjust City Facilities		2,714.16
SFO#1 (Cont. #8420) Permanent Striping		309.52
SFO#1 (Cont. #8422) Purchase Signal Materials		15,890.33
SFO#2 (Cont. #8422) Furnish & Install Signs		579.17
SFO#3 (Cont. #8422) Realign Crosswalk		1,006.30
Liquidated Damages		(600.00)
Construction Engineering		16,075.78
Audit Expense		343.37
Equal Opportunity Program		2.75
Interest Paid to Contractor		66.21
TOTAL PROJECT COST		$134,857.81
Non-Participating Costs:		
Preliminary Engineering	$537.07	
Contract Payments	330.00	
Liquidated Damages	(12.00)	
Construction Engineering	356.85	
Interest Paid to Contractor	66.21	$ 1,278.13
TOTAL PARTICIPATING COST		$133,579.68
Federal Aid Funds Collected:		
Preliminary Engineering	$ 10,571.35	
Construction	103,999.95	$114,571.30
BALANCE		$ 19,008.38
State Share: 50% of $19,008.38 =		$ 9,504.19
City Share		$ 9,504.19
Plus Non-Participating Cost		1,278.13
TOTAL CITY SHARE		$ 10,782.32

Reference: Billing Form CC-1969

This space for use of Accounting Division

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

City of Bend
P. O. Box 431
Bend, Oregon 97701

Date January 29, 1979
Invoice No.
P. O. No.

Attn: John Donahue
Public Works Director

Additional funds to be refunded to City of Bend for Urban System Project M-3317(1) Lafayette Avenue-Newport Avenue Section of N.W. Wall Street.

$5,217.68

Ref. CC-1969

Gerald W. Wimer

Form 734-1191 (Rev. 5/77)

FILE COPY

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-29-79	CC-1969		

BILL TO: Code:

City of Bend
P. O. Box 431
Bend, Oregon 97701
Attn: John Donahue, Public Works Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-3317(1) Lafayette Ave.-Newport Ave. N.W. Wall Street Deschutes County Covered By Agreement dated 3-25-76 Contract No's. 8418, 8419, 8420, 8421 & 8422			
Total Cost			$134,857.81
Less Federal Funds Collected			114,571.30
Less State Share			9,504.19
City Share			10,782.32
City Credit for Work Performed			16,667.45
Refund Due City			$ 5,885.13
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 16,667.45
Advance Deposit Previously Transferred to Highway Fund	$ 16,000.00
Balance	$ 667.45
Transfer to Highway Fund	$ --
Refund Due	$ 667.45
Partial or final request for billing	Final
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Gary E. Zehner

Approved:

Gerald W. Wimer

SP*35736-734

C9A 5339 6-18-75

C9A 5615 4-5-76

Folders Contain
8419
8420
8421
8422

8418 Lafayette Ave.- 1979
Newport Ave. (Bend)
(Excavation) #3

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Complete, Contractor removing equipment from Project.

Remeasure work in progress.

Engineering this week: $766.67

SIGNED ____________ LOCATION Pendleton

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F218

8417 con 4

No. 6

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Meacham Rock Production

WEEK ENDING: 30 October 1976

SECTION PREFIX: 30-8342

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Meacham Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Jarl Construction

CONTRACT NUMBER: 8417

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 6 August 1976

DATE WORK STARTED: a. 9/17/76 b. 10/12/76

ESTIMATED COMPLETION DATE: a. 10/11/76 b. 10/25/76

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a. 9/30/76 b. 6/30/77

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 160,318.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: a. 100% b. 100%

EXCLUSIVE OF ENGINEERING: $ 147,606.25

ENGINEERING AUTHORIZATION: $ 12,172.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 141,549.45

ENGINEERING COST TO DATE: $ 4,727.86

DATE PROJECT WAS COMPLETED: 10/25/76

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.1 %

PERCENT OF AUTHORIZATION: 38.8

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD a.	Mat'l. b.	
					100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 CY	13,000 CY	
TOTAL QUANTITIES CORRECTED TO DATE			12,000 CY	11,928 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,000 CY	11,928 CY	
AVERAGE DAILY QUANTITIES			-	-	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-	-	
NUMBER OF SHIFTS PER DAY			-	-	
HOURS PER SHIFT			-	-	

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Oct. 24	Overcast & cool			
MONDAY 25	Overcast &cold			
TUESDAY 26	Overcast & Cool			
WEDNESDAY 27	Overcast & Cool			
THURSDAY 28	Overcast & Cool			
FRIDAY 29	Overcast & Cool			
SATURDAY 30				

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 1 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

8417

December 23, 1976

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 7, 1976, we wrote to you concerning release of final payment on Contract No. 8417 awarded to Jarl Construction, Inc., for the Meacham Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties.

Final payment on this contract is $8,780.15 and the total contract amount is $136,429.94. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Jarl Construction, Inc. ★ GENERAL CONTRACTING

AREA CODE 503 298-1312
AREA CODE 509 767-1133

POST OFFICE BOX 691
THE DALLES, OREGON 97058

November 2, 1976

Page 2 - Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, OR 97310

RE: O.S.H.D. Contract No. 8417
Meacham Rock Production

Gentlemen:

Due to dampness of the material in the source provided for the above mentioned contract, and the very poor quality of the top 10 to 15 feet of material in the source, it was necessary to "scalp" out of our plant approximately 70% of all the material fed in. This situation resulted in a substantial loss of production, however the crushing operation was conducted in this manner to insure proper quality and dryness of the final product that was placed in the sand sheds as per the contract requirements.

According to our records, from the day we began crushing, September 23, 1976, to September 30, 1976, we had produced 6,562 cubic yards of material. Our estimated production for this period was as follows:

14 Shifts X 10 Hrs./Shift	= 140.0 Hours
Less: Estimated Down Time/Shift (1.25 Hrs) X 14 Shifts	= (17.5)Hours
	122.5 Hours

122.5 Hours Operating Crusher X 100 Tons per Hour Rate of Production = 12,250 c.y.

In an effort to meet the completion date for part (a) of the contract we operated our plant 2-10 hour shifts, 6 days per week. This totaled 120 hours of operation per week, with 40 of those hours being overtime.

It should be noted that all material placed in the sand sheds was dry, and of proper quality.

E-340 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 2, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the Contract completion date ~~number of workdays~~ from 9/30/76 days to 10/11/76 days, within which to complete our Contract No. 8417, without the assessment of liquidated damages. The said contract is described as follows:

MEACHAM ROCK PRODUCTION - OLD OREGON TRAIL HIGHWAY

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See page 2 attached.

Respectfully submitted,

JARL CONSTRUCTION, INC.
Contractor

By R. Norman Jarl Vice Pres.

CONSENT OF SURETY

Date November 5, 1976

We, Safeco Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A McAllister
Attorney-in-fact
Carol A. McAllister

(SEAL)

John L. Boyd
Resident Agent
Fred. S. James & Co. of Oregon, Inc.
One S.W. Columbia, [illegible]rtland, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8417 Contractor Jarl Construction, Inc.

Highway Old Oregon Trail

Section Meacham Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 11-day extension of the early phase completion time. This will delete all time liquidated damages. This is because of the prompt completion of the over-all contract and having met the early phase objective of getting dry material into the sand sheds.

Recommended for Approval:

Dale Allen
Division Engineer

for
Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 8417
Project designation 30-8342 State
State-Federal
Date awarded Aug. 6, 1976
Work started Sept. 17, 1976 (parts a & b)
Per cent completed 100% a-10/11/76 b-10/25/76
Date
Specified Completion Date ~~No. of Workdays Allowed~~ a-9/30/76 b-6/30/77
Completion Date ~~No. of Workdays Used~~ a-10/11/76 b-10/25/76
No. of Added Workdays Requested 11 days

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8417

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 17, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Meacham Rock Production
Contract No. 8417
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith a request from Jarl Construction, Inc. for an 11 day extension of the early phase time on this project. This is one of the projects for which Horton Brothers was low bidder on May 27 and then did not enter into the contract. It was readvertised and bids opened again on August 5 at which time Jarl was the low bidder.

The contract covers production of 25,000 yards of 3/8" to #10 sanding material. The early phase time requirement was that 12,000 cubic yards be placed in sand sheds at three different locations by September 30, 1976. The overall completion required was not until June 30, 1977.

Objective of the early phase was to get dry material into the sand sheds. The early phase was actually completed October 11 with 11 days liquidated damages accrued at $75 per day for $825. Dry weather conditions prevailed so that good material was secure in the sheds. The rest of the material was promptly completed so that the overall project was done October 25.

There was a 4.3 percent quantity underrun overall. Due to the contractor's good progress, engineering underran over 50 percent. Considering all the above, we concur in the field recommendations for a complete time extension on the early phase.

This is a State project. A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Ac | File

JAB:fr

Att.

cc: Robert Church

541,7 p

January 10, 1977

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

Your request for an 11-day extension of the early phase completion time on Contract No. 8417, Meacham Rock Production in Umatilla County, has been reviewed.

Considering the prompt completion of the overall contract which saved engineering costs to the State and the objective having been met of getting dryer material into the sand sheds under the early phase, we have approved the requested extension. This will delete all time liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR.
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

August 16, 1976

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
Inve R/D D/R Sign Act File

Ed Hunter

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley, and
Meacham Rock Production Projects

Gentlemen:

I wish briefly to followup my letter to you of July 15, 1976, concerning the above Projects.

I am now advised that on August 6, the Department awarded the Meacham job, Contract No. 8417, to the low bidder, Jarl Construction, Inc., of The Dalles, at $141,250.

Although the current low bid is above the former bid of Horton Bros., Inc., it is still substantially below the engineer's estimate which I understand to be $169,000. Accordingly, assuming that performance of the contract is obtained, we are hopeful that the Department will not sustain any damage on this or either of the other two Projects and, in due course, that our client's proposal bond will be released. I would appreciate it if you will advise our client's bond status as soon as you are in a position to do so. ✓

Sincerely yours,

James P. Harrang

James P. Harrang

JPH:pt
cc: Mr. Walter Berrie
211 State Highway Building
Salem, Oregon 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, Oregon 97310

cc: Horton Bros., Inc.
Acco Contractors, Inc.

Copies to Hunter & Keasey 8-17-76

Sollis
Reply please
Ed

RECEIVED
AUG 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REGON STATE HIGHWAY D ISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 2, 1976

TO W. E. Schwartz
Regional Engineer

RV 12-16-76

RECEIVED
NOV 5 1976
LEGAL

FROM E. S. Hunter
Deputy State Highway Engineer

NOTED
JACK L. SOLLIS

SUBJECT Grass Valley and Ukiah projects

The low bidder on both the Grass Valley and Ukiah projects was Horton Brothers. Horton Brothers was unable to obtain performance bonding and both projects were subsequently awarded to R. J. Taggart, the second low bidder. The proposal guarantee of Horton Brothers for both projects has been retained until such time as we can determine the amount of our damages.

I note in your October 22, 1976 letter requesting a time extension for the Ukiah project that you anticipate additional expenses the Department will sustain due to cancellation of the maintenance paving plant setup scheduled for Ukiah and the increased maintenance work anticipated on the pavement not repaired as a result of the cancelled plant setup.

The amount of the proposal bond which the Department ultimately retains may be judged on the documented damages sustained by the Department and the public. It would appear that some of the damages cannot be authenticated until any needed repair work is completed next season. It is important, however, that you put together (as soon as possible) a letter containing all known damages to date and anticipated damages including the actual dollar amount of the damage and an estimate of what the anticipated damages might come out to.

Please carbon copy Jack Sollis and the Construction Engineer with your report.

ESH:ja

cc H. S. Coulter
C. T. Keasey
Jack Sollis ✓
Robert Church

FORM 734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 19, 1976

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Ukiah Rock Production Damages

TO: E. S. Hunter
Deputy State Highway Engineer

SALEM

NOTED
JACK L. SOLLIS

RECEIVED
NOV 23 1976
LEGAL

Your November 2, 1976 letter requested damages to date and anticipated damages due to the delay in the award of the above project.

When it was determined that the State paving plant would not be able to set up in the Ukiah area this summer, it became necessary to haul AC from Pendleton. Because this material had to be hauled 50 to 60 miles with small trucks and placed with a four-man crew, it was a very expensive operation. The crew averaged only eighteen tons a day. In the period from July 14, 1976 to August 9, 1976, the crew hauled sixteen days and patched the worst sections of the highway. The total cost of this effort was $8,015.12. (See attachment.)

Had it been possible for the paving crew to operate in the Ukiah area, they would have placed this tonnage in four hours.

Naturally, this patching effort did not adequately cover the needed repairs. However, because it would be nearly impossible to authenticate what damage caused by the delay may or may not result this winter, we would recommend that the total damage be established at $8,015.12.

DDA/dlm
Attachment

cc: Jack Sollis
C. T. Keasey
H. W. Oswald

CON LAG 13 12-7-76 10.45 AM

ZDNXX
JOHN BOND

RE EXTRA COST TO STATE DUE TO LATE PERFORMANCE OF UKIAH ROCK PRODUCTION. THE RATE CHARGED BY PAVING CREW 150-80 FOR LAST YEAR WAS $13.25 PER TON. THE UKIAH CREW SPENT $28.13 PER TON TO PLACE 284.89 TONS. ADDITIONAL COST IS THEREFORE $14.88 PER TON TIMES 284.89 WHICH EQUALS $4,239.16. I SUGGESTED THE ENTIRE AMOUNT BECAUSE IT REQUIRED THE UKIAH CREW ALMOST A MONTH OF LOST MAINTENANCE WORK TO DO WHAT THE PAVING CREW COULD HAVE DONE IN FOUR HOURS. HOWEVER, THE ACTUAL EXTRA COST IS $4,239.16.

DALE ALLEN

DLM

Routing
RECEIVED
DEC 7 1976
CONSTRUCTION SECTION

___ Keasey
___ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

8364

DATE OF OPENING BIDS May 27, 1976
NO. OF BIDS RECEIVED six

OREGON STATE HIGHWAY DIVISION

ITEMIZED BIDS RECEIVED

CAR NO. ---
SHEET NO. 1 OF 1 SHEETS PAGE 11

SECTION Grass Valley Rock Production Project
HIGHWAY Sherman
COUNTY Sherman
TYPE OF WORK Rock Production

				Horton Bros. Inc. Brookings 97415		R. J. Taggart Construction Company Inc. Salem 97302	R. L. Coats Bend	J. Arlie Bryant Inc. The Dalles 97058	Jarl Construction, Inc. The Dalles 97058	Mid-Oregon Crushing Co. & Philip Dahl Redmond 97756
NO.	ITEM	QUANTITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
001	3/8"-10 MATERIAL IN STOCKPILE	6,000.000	CU YDS	4.87	29,220.00	5.90	6.50	6.50	6.42	6.92
002	1/2"-1/4" MATERIAL IN STOCKPILE	2,000.000	CU YDS	4.87	9,740.00	5.90	5.00	6.00	6.42	7.04
003	1/4"-10 MATERIAL IN STOCKPILE	3,000.000	CU YDS	4.87	14,610.00	5.90	6.50	6.00	6.42	6.85
	TOTAL BID				53,570.00	64,900.00	68,500.00	69,050.00	70,620.00	76,150.00
				LOW BID						

E 434 5066 3 70

[illegible] May 27, 1976
[illegible] four

OREGON STATE HIGHWAY DIVISION

ITEMIZED BIDS RECEIVED

[illegible] 1 [illegible] 1 [illegible] 13

SECTION Ukiah Rock Production Project
HIGHWAY Pendleton-John Day
COUNTY Umatilla
TYPE OF WORK Rock Production

NO.	ITEM	QUANTITY	UNIT	Horton Bros, Inc. Brookings 97415 UNIT BID	AMOUNT	R. J. Taggart Const. Co. Inc Salem 97302 UNIT BID	* E. H. Itschner Co. Molalla 97038 UNIT BID	Mid-Oregon Crushing Co. & Phillip Dahl Redmond 97756 UNIT BID	UNIT BID	UNIT BID *
001	3/8"-10 MATERIAL IN STOCKPILE	10,000.000	CU YDS	4.87	48,700.00	7.10	8.00	8.44		
002	3/4"-1/2" MATERIAL IN STOCKPILE	1,000.000	CU YDS	4.87	4,870.00	6.95	8.00	8.47		
003	/2"-1/4" MATERIAL IN STOCKPILE	800.000	CU YDS	4.87	3,896.00	6.95	8.00	8.64		
004	1/4"-10 MATERIAL IN STOCKPILE	300.000	CU YDS	4.87	1,461.00	6.95	8.00	8.93		
	TOTAL BID				58,927.00	85,595.00	96,800.00	102,461.00		
					LOW BID					

*Bidder will not accept award of more than one contract at this letting.

[illegible] May 27, 1976
[illegible] six

OREGON STATE HIGHWAY DIVISION

ITEMIZED BIDS RECEIVED

[illegible] 1 [illegible] 1 [illegible] PAGE 14

SECTION Meacham Rock Production Project
HIGHWAY Old Oregon Trail
COUNTY Umatilla and Union
TYPE OF WORK Rock Production

NO.	ITEM	QUANTITY	UNIT	Horton Bros, Inc. Brookings 97415		*E. H. Itschner Co. Molalla 97038	Jarl Const. Co The Dalles 97058	R. J. Taggart Const. Co. Inc. Salem 97302	B&H Equipment Co. Inc. Gates 97346	Mid-Oregon Crushing Co. & Phillip Dahl Redmond 97756
				UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
001	3/8"-10 MATERIAL IN STOCKPILE	25,000.000	CU YDS	4.17	104,250.00	5.90	6.74	6.76	6.86	8.33
	TOTAL BID				104,250.00	147,500.00	168,500.00	169,000.00	171,500.00	208,250.00
					LOW BID					

*Bidder will not accept award of more than one contract at this letting.

0411

DATE OF OPENING BIDS August 5, 1976
NO. OF BIDS RECEIVED 5

OREGON STATE HIGHWAY DIVISION
ITEMIZED BIDS RECEIVED

F.A.P. NO. State Project
SHEET NO. 1 OF 1 SHEETS, PAGE 1

SECTION Meacham
HIGHWAY Old Oregon Trail
COUNTY Umatilla and Union
TYPE OF WORK Rock Production

NO.	ITEM	QUANTITY	UNIT	Jarl Construction, Inc. The Dalles		Max J. Kuney Company Spokane, WA	R.J. Taggart Const. Co. Salem	F.H. McEwen Construction Eugene	L.V. Anderson & Sons, Inc. Oakridge	
				UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
001	3/8" - #10 MATERIAL IN STOCKPILE	25,000.000	CU YD	5.65	141,250.00	6.86	6.98	7.00	7.68	
	TOTAL BID				141,250.00	171,500.00	174,500.00	175,000.00	192,000.00	
					LOW BID					

6-434 5000 3/76

DAMAGES: HORTON BROS. FORFEITURES

Horton Bros. Bid Bond (10% of bid amount) *

Ukiah Contract 8371

$ 5,892.70

Limit to contract quantity or actual quantity cost difference (whichever is less)

10,000 c.y. x 2.23 diff.	=	$22,300.00
+ 2,082.9 c.y.x 2.08 diff.	=	4,332.43
		26,632.43
Plus maintenance crew extra patching cost		4,239.16

Meacham Contract 8417

10,425.00

Actual quantity cost difference

24,292.91 x 1.48 diff. = 35,953.50

Grass Valley Contract 8369

5,357.00

$21,674.70

Limit to contract quantity cost difference

11,000 c.y. x 1.03 diff.	=	11,330.00
TOTAL		$78,155.09

*All from St. Paul Fire & Maine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

January 7, 1977

PROPOSAL GUARANTY FORFEITURES - HORTON BROS.

Ukiah R. P. Contract 8371

Bids opened 5-27-76

Engineers Estimate $82,885.00

Horton Bros. Inc.	58,927
R. J. Taggart	85,595

Completed 9-29-76

Contract	Actual
10,000 c.y. @ 7.10	10,452.4 c.y.
2,100 c.y. @ 6.95	2,082.9 c.y.

(No haul adjust. or added orders)

Meacham R. P. Contract 8417

Bids opened 5-27-76

Engineers Estimate $168,750

Horton Bros. Inc.	$104,250.00
E. H. Itschner	147,500.00

Bids reopened 8-5-7

Engineers Estimate $156,250

Jarl Const.	$141,250

Contract	Actual
25,000 c.y. @ 5.65	24,292.91 c.y.

Completed 10-25-1976

(No haul adjust. or added orders)

Grass Valley R. P. Contract 8369

Bids opened 5-27-76

Engineers Estimate $69,250

Horton Bros. Inc.	53,570
R. J.. Taggart	64,900

Contract	Actual
11,000 c.y. @ 5.90	11,953.95 c.y.

Completed 8-27-76

(No haul adjust. or added orders)

January 7, 1977

breach of contract and will expect payment to the Highway Division by your client or the surety within 30 days from the date of this letter.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

cc St. Paul Fire and Marine
Insurance Company
700 N. E. Multnomah
Portland, OR 97232

bc H. S. Coulter
Cecil Head
C. T. Keasey
L. W. Rulien
Jack Sollis

JLS:ESH:ja

NOTED
C. W. HEAD

Your position that the fact the jobs were finally performed by other contractors at less than the engineer's estimate and should relieve your client of forfeiture of his proposal guarantee is, in our opinion, not valid. The engineer's estimate has nothing to do with the contract obligation your client assumed when he submitted his bid and the bid was accepted.

On Contract No. 8371, the actual rock produced was 10,452.4 cubic yards at $7.10 a yard and 2,082.9 cubic yards at $6.95 per yard. The added extra cost to the State by reason of having to go to the second low bidder was $2.23 per yard on the 10,000 cubic yards and $2.08 per yard on the 2,082.9 cubic yards. This amounted to $26,632.43.

The State also incurred extra expense in doing highway maintenance work in the area of that job because the rock was not available when needed. These additional expenses involved the hauling of aggregate mix for a considerable distance, thus requiring extra hauling expense and extra labor because the time expended was substantially in excess of what would have been necessary had the rock been available. The amount of this cost on Contract No. 8371 was $4,239.16. Thus, the total extra cost to the State by reason of the breach of contract on Contract No. 8371 was $30,871.59, as opposed to the bid bond of $5,892.70.

On Contract No. 8417, the added cost to the State for 24,292.91 cubic yards actually produced at $5.65 a yard was $1.48 per yard difference, or a total of $35,953.50. This contract was covered by a performance bond in the amount of $10,425.

On Contract No. 8369, the contract amount of 11,000 cubic yards was produced at $5.90 per cubic yard, or an added amount of $1.03 per cubic yard, for a difference of $11,330. The bid bond on this contract was $5,357.

It is the position of the Oregon State Highway Division that the added costs as set out above were caused by reason of Horton Bros.' breach of contract with the State in failing to execute the contract document within the time specified, thus causing the State to have to rely on the second low bidder to complete two of the jobs and having to re-advertise one of the jobs because the second low bidder was unable to take the job because of commitments made after the bid opening.

The Highway Division will therefore consider the three bid bonds totaling $21,674.70 to be forfeited because of this

8417.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 19, 1977

Mr. James P. Harrang
Johnson, Harrang & Mercer
Attorneys and Counselors at Law
101 East Broadway, Suite 400
Eugene, OR 97401

Dear Mr. Harrang:

Horton Bros. Breach of Contract
Rock Production
Contracts 8371, 8417, 8369

The three contracts set out above have now been completed by the other contractors and the final costs to the Highway Division by reason of breach of contract by your client have now been determined.

As you will recall, the Highway Division advertised three rock production projects. Your client submitted the low bid on all three projects and the bids were accepted by the Highway Division. The Highway Division forwarded the contract documents to your client and your client did not return them executed within the ten-day period as set forth in Section 103.07 of the Standard Specifications, which provides as follows:

> "...Failure on the part of the bidder to whom the contract is awarded to execute the contract and to deliver the contract and required performance bond as provided above shall be just cause for cancellation of the award, withdrawal of the contract and forfeiture of proposal guarantee. The forfeited proposal guarantee shall become the property of the Division, not as a penalty but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised, or it may be constructed under contract or otherwise, as the Division may decide..."

It is our position that the damages sustained as referred to in Section 103.07 relate to the additional costs to the Division in having the contracts performed by the second lowest bidder or, in the case of the one contract, re-advertised and performed by another contractor.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8417

January 26, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $825.00 will be made to Jarl Construction, Inc. on Contract No. 8417 for the Meacham Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $137,254.94 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8417 Meacham Rock Prod. Project 1976
on Meacham Frontage Rd.

BEAVERTON-HILLSDALE HWY. AT SCHOLLS HWY. AND OLESON RD. SECTION

PROJECT NO. HHS-0030(1)

Existing Facility: Signalized intersection with high-type surfaced roadway.

Beaverton-Hillsdale Hwy. (ORE.10)--Four 12-ft. lanes with 11-ft. left turn lanes.

Scholls Hwy. (ORE.210)--Two 12-ft. lanes.

Oleson Rd. (FAU 0085)--Two 10-ft. lanes.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

2. Install multi-phase traffic signals.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land-use or traffic-flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 1.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 28, 1975

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
at Jct. SR 210		46,300	69,500	95	10	Oregon	41	142	55

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								HHS-	0030	(1)		

ion 209) High-Hazard Locations	COUNTY NAME	Washington	CODE 067	PROGRAM STAGE	☐ 1 OR	☒ XX 2
and	ROUTE NO. U	FEDERAL-AID 0030	STATE 40	U.S. ----		

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 10, at Jct. SR 210 (0.28 mi. West of Multnomah Co. Line)	0.00	2,700	2,430	270		P.E. all phases; Install multi-phase traffic signal and other incidental work common to this type of project.
T		"Beaverton-Hillsdale Hwy. at Scholls Hwy. & Oleson Rd. Sec."	0.00	60,000	54,000	6,000		ROW-95 ft. min. Access Control-partia Parking restriction-complete.
ORH		PROJECT TOTALS	0.00	62,700	56,430	6,270		

DATES

REMARKS Additional data; Item No. S-265 project No. S-198(2).

-Over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 28, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 10, at Jct. SR 210	ADT	PRESENT 46,300	FUTURE 69,500	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & Traffic Signal	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS	NUMBER 0030	

CARD 4

CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations

NAME OF URBAN AREA: Portland

COUNTY NAME: Washington

CODE: 067

ROUTE NO.: U

FEDERAL-AID: 0030

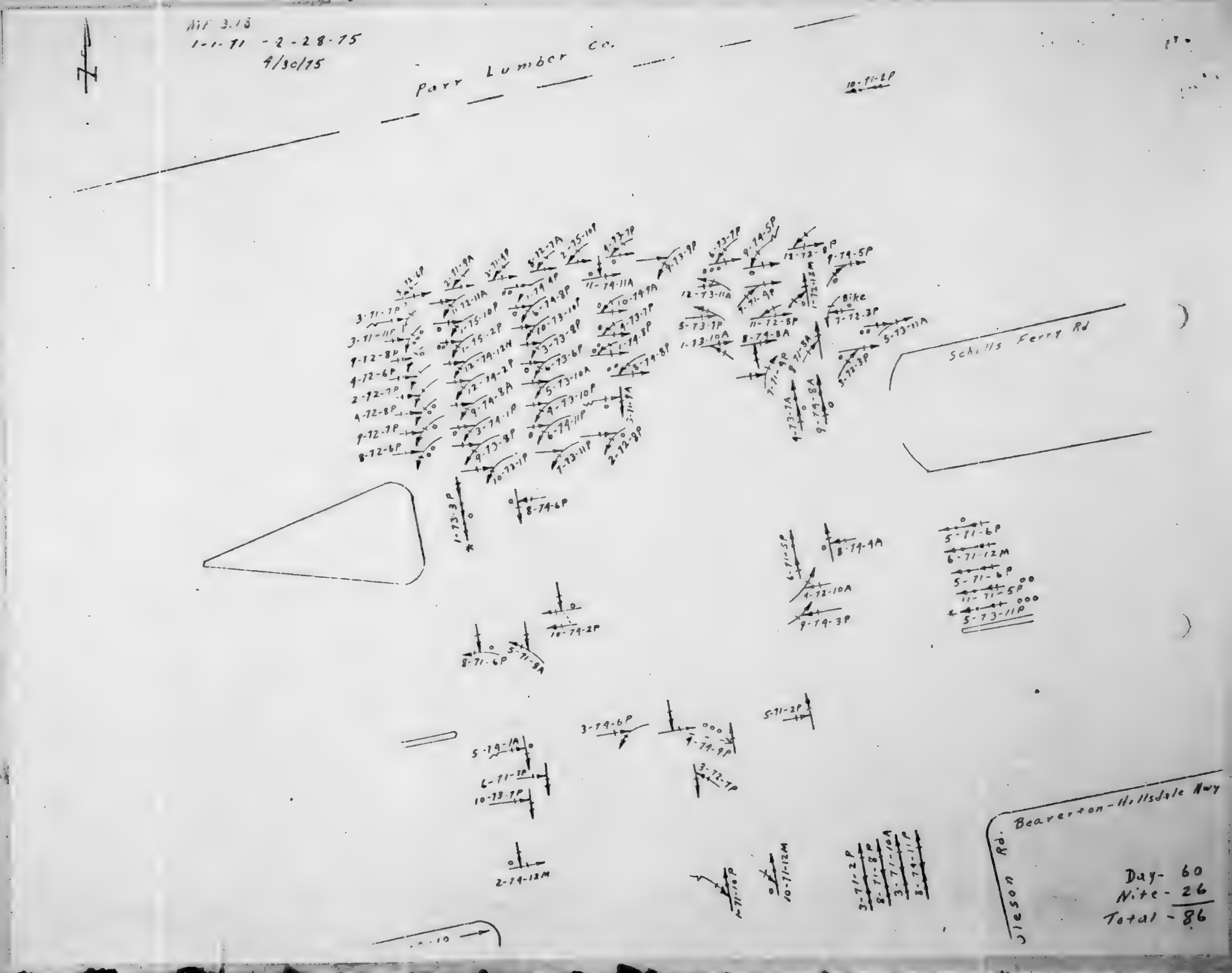
STATE: 40

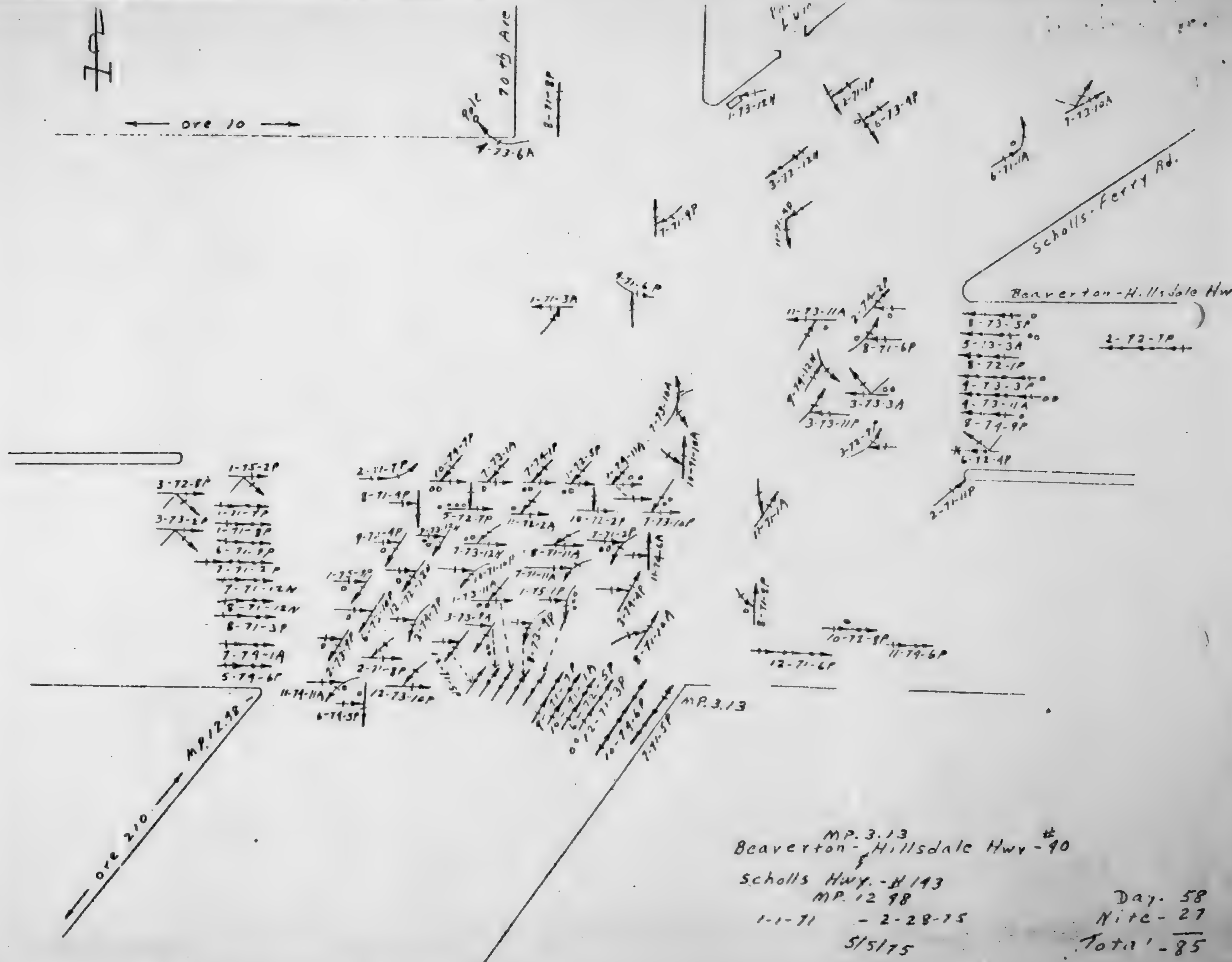
U.S.: ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-16)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 10, at Jct. SR 210 (0.28 mi. West of Multnomah Co. Line)	0.00	2,700	2,430	270	
5					**ROW**							
5					**CONST** (CODE) Y031		"Beaverton-Hillsdale Hwy. at Scholls Hwy. & Oleson Rd. Sec."	0.00	60,000	54,000	6,000	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.00	62,700	56,430	6,270	
1	14	PROGRAM APPROVAL DATES							(10) (23)	(24) (23)		

REMARKS: Additional data; Item No. No. S-198(2).

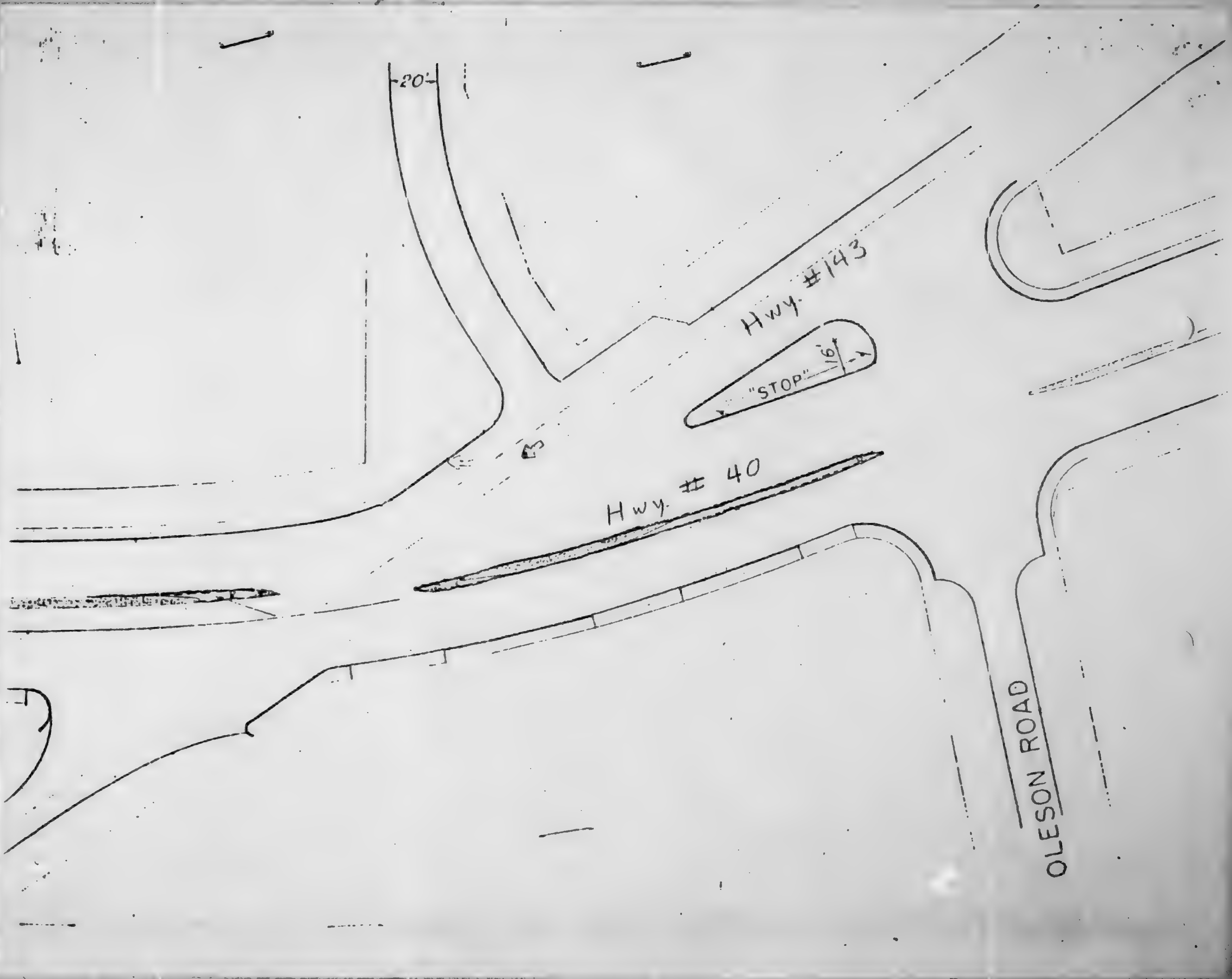

Alt 3.18
1-1-71 - 2-28-75
4/30/75
Parr Lumber Co.
Schells Ferry Rd
Beaverton-Hillsdale Hwy
Oleson Rd.
Day - 60
Nite - 26
Total - 86
10-71-2P
3-71-7P
3-71-11P
9-72-8P
4-72-6P
2-72-7P
4-72-8P
9-72-7P
8-72-6P
5-72-6P
2-71-9A
11-72-11A
1-75-10P
1-75-2P
12-74-12N
12-74-2P
9-74-8A
3-74-1P
9-73-8P
10-73-1P
3-71-9P
8-12-7A
2-75-10P
1-74-9P
6-74-8P
10-73-10P
3-73-8P
6-73-6P
5-73-10A
4-73-10P
6-74-11P
7-73-11P
1-73-7P
11-74-11A
10-74-9A
4-73-7P
1-74-8P
8-74-8P
3-71-9A
2-72-8P
9-73-9P
6-73-7P
9-74-5P
12-73-11A
5-73-7P
1-73-10A
9-71-4P
11-72-8P
8-74-8A
12-72-8P
1-72-12M
9-74-5P
Bike
7-72-3P
5-73-11A
5-73-3P
7-71-9P
9-71-8A
1-73-7A
9-74-8A
1-73-3P
8-74-6P
6-71-5P
8-74-4A
4-72-10A
9-74-3P
5-71-6P
6-71-12M
5-71-6P
11-71-5P
5-73-11P
10-74-2P
8-71-6P
5-71-8A
3-74-6P
4-74-9P
5-71-2P
3-72-7P
5-74-1A
6-71-7P
10-73-7P
2-74-12M
4-71-10P
10-71-12M
3-71-2P
8-71-8P
3-71-10A
8-74-11P
10



ore 10
70th Ave
Polk
Scholls-Ferry Rd.
Beaverton-Hillsdale Hw
ore 210
MP. 12.98
MP. 3.13
1-73-6A
8-71-8P
1-73-12N
2-71-1P
6-73-9P
7-73-10A
6-71-1A
3-72-12N
7-71-9P
1-71-3A
2-72-7P
8-73-5P
5-13-3A
8-72-1P
7-73-3P
7-73-11A
8-74-9P
6-72-4P
2-71-11P
11-73-11A
8-71-6P
3-73-3A
3-73-11P
11-71-1A
12-71-6P
10-72-8P
11-74-6P
3-72-8P
1-75-2P
3-73-2P
1-71-7P
1-71-8P
6-71-9P
7-71-2P
7-71-12N
8-71-12N
8-71-3P
7-74-1A
5-74-6P
2-71-7P
8-71-4P
5-72-7P
10-72-2P
7-73-10P
7-73-12N
8-71-11A
7-71-11A
1-75-1P
2-71-8P
12-73-10P
11-74-11A
6-74-5P
10-74-6P
12-71-3P

MP. 3.13
Beaverton-Hillsdale Hwy #90
&
Scholls Hwy. #143
MP. 12.98
1-1-71 - 2-28-75
5/5/75

Day - 58
Nite - 27
Total - 85


Hwy. #143
"STOP"
16'
Hwy. # 40
20'
OLESON ROAD

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July, 1975

PROPOSED SAFETY PROJECT
Section 209 of Title II
Resignalization of Beaverton-Hillsdale Hwy. No. 40 at Scholls Hwy. No. 143 and Oleson Road

Recommendation:

As a result of this investigation it is recommended that one 5-phase controller with programmed signal heads for both intersections be installed at the subject location. Loop detection would replace the existing pressure pads and new mast arms would replace the existing equipment.

Investigation:

This intersectional area is formed where the Beaverton-Hillsdale Hwy. is intersected by Oleson Road and the Scholls Hwy. in an odd triangular pattern as illustrated on the attached plan view. Through traffic on the Scholls Hwy. must travel 150 feet in order to clear the Beaverton-Hillsdale Hwy. The acute Scholls Hwy. intersection often confuses the motorist who is trying to find his traffic signal indication. Programmed signal heads would eliminate this problem, and their larger size and better visibility would facilitate safer and more uniform traffic movement in this area.

During the accident study period from 1-1-71 to 2-28-75 there were 171 accidents in the study area. About 70% of these accidents were daytime. If the 31 angle-type accidents that involved 36 personal injuries were considered preventable by the installation that is recommended in this report, this project would qualify for funding from Section 209 under Title II of the 1973 Highway Safety Act.

The estimated project cost is $60,000 and it is scheduled for March of 1976.

EB:rj
7-17-75

PRO 6-2

October 28, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-0030(1)

We are submitting program data for one project, Item No. 55, Project No. HHS-0030(1), "Beaverton-Hillsdale Hwy. at Scholls Hwy. and Oleson Rd. Section" which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Enclosed are the narrative, sketch map and traffic data for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $2,700 with Federal funds of $2,430.

DRH:md

Enclosure

cc: Ed Hardt (Region I)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 11-17-75

BY (Signature) L. W. Rulien's October 28, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

XXXXXX ITEM NOS. 55 THRU ______

XXXXXX ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
55	HHS-0030(1)	0.0	62,700	56,430	Beaverton-Hillsdale Hwy at Scholls Hwy & Oleson Road Section Washington County - State of Oregon	Preliminary Engineering Install Traffic Signals

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-17-75	SIGNATURE AND TITLE for G. L. Green, Division Administrator

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-0030(1)

STATE PROJECT NO.: Beaverton-Hillsdale Hwy at Scholls Hwy & Oleson Rd.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-55

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
[illegible]
FOR

Info	Inves	R.D	D.R	Sign	Act	File
						✓

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: November 17, 1975

FEDERAL ROUTE NUMBER: FAU Route 0030

STATE ROUTE NUMBER: Primary Route 40

GENERAL LOCATION:

SR 10 at Junction 210 (0.28 miles west of Multnomah County Line)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $2,700 - federal funds $2,430
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 17, 1975 approved this project for inclusion in theFederal-aid program.

As requested in Mr. Rulien's October 28, 1975 letter you are authorized to proceed with the work as shown above.

DATE: 11-17-75

SIGNATURE OF APPROVING OFFICIAL: C R Burkhardt for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

The present intention is to receive bids for this project on July 29, which means the contractor will be hard pressed to receive delivery, have the State test the equipment, have the signal installed and functioning this year.

The State in purcahsing the signal control equipment will abide by the requirements of FHPM 6-4-1-6.

JLG:re

cc: L. E. George
E. L. Hardt (Region 1)
William Zirbes
D. E. Swan
Glenn Eaton

PRO 6-2

May 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT State Furnished Material
Project No. HHS-0030(1)
Beaverton-Hillsdale Hwy. at Scholls Hwy. and
Oleson Road Section
Washington County

We request advance confirmation that you can make a finding in the public interest for the State Highway Division to purchase the traffic signal control equipment with cabinet to be incorporated in the subject project.

Preliminary investigation indicates that optimum improvement at the subject intersection can be accomplished by a design concept that will allow the elimination of traffic conflicts through a new phasing sequence. To ensure this, the control equipment would contain the necessary sequence of operation with the flexibility of future phasing requirements without the modification of external logic circuits.

The flexibility concept gives us an increase in the benefit-cost ratio to offset the present total estimated construction cost of $100,000 against the programed $60,000. Included in the $100,000 in the estimated State Force cost of $16,000 to furnish and install the control equipment.

The high accident incidence at this location indicates that time is of prime importance in improving the traffic control at this location. The timesaving that can be realized if the State purchases the traffic signal control equipment could make the difference whether construction can be completed this year or later.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project HHS-0030(1)
Beaverton-Hillsdale Highway-Scholls Highway
and Oleson Road Section
State-furnished Material

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

The information submitted in Mr. Rulien's letter of May 25 appears to indicate that the timesaving factor to correct a high hazard location would permit this office to make a finding in the public interest under the provisions of FHPM 6-4-1-6 paragraph 15.

NOTED
E. S. HUNTER

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 8 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Ac.	File
					✓	

LETTER OF APPROVAL AND/OR AUTHORIZATION

HHS-0030(1)
STATE PROJECT NO.
See below

FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Washington
	ITEM NO. HHS-55	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 7-7-76	DATE AUTHORIZATION EFFECTIVE 7-7-76	FEDERAL ROUTE NUMBER FAU Route 0030 STATE ROUTE NUMBER Primary Route 40

GENERAL LOCATION:

"Beaverton-Hillsdale Hwy at Scholls Hwy and Oleson Rd. Section"

GENERAL DESCRIPTION OF WORK:

Traffic signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*

Permanent signing (S.F.)	200.00
Perm. Pavement striping(SF)	800.00
Adjust signal heads (E.W.)	250.00
State furnished control equipment	16,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 11-17-75 approved this project for inclusion in the Federal-aid program.

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $96,107 - Federal funds $86,496.

A signed copy of the Title sheet is returned herewith.

DATE 7-7-76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-856

G - file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 8, 1976

Federal-Aid Project
No. HHS-0030(1)

Beaverton-Hillsdale Highway at Scholls Highway and Oleson Road Section
Beaverton-Hillsdale Highway
Washington County

Project agreement estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 8,500.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	280 sq. ft.	4.50	1,260.00
Flagmen	120 hour	16.00	1,920.00
Traffic Signal Installation Complete	All Required		60,367.00
			$65,547.00

Anticipated Items		
Permanent Signing (SF)	All Required	200.00
Permanent Pavement Striping (SF)	All Required	800.00
Adjust Existing Signal Heads (EW)	All Required	250.00
State Furnished Control Equipment	All Required	16,000.00
		$17,250.00

Subtotal	$81,797.00
Signal Controller Testing	750.00
Engineering	7,429.00
TOTAL	$89,976.00

Length of Roadway - - - - - - - - - - - - - 0.00 miles

SUMMARY FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,500.00	$ 7,650.00	$ 850.00
Traffic Signal	89,976.00	80,978.00	8,998.00
TOTALS	$98,476.00	$88,628.00	$9,848.00

Group 1 - 100 percent
Contract No. ~~3416~~ 8416
Prefix Nos. PE - 34-1911 and 34-1090

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8216 15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-83	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-20-76	State: Oregon County: Washington Project No.: HHS-0030(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 10 at Junction 210 (0.28 mile west of Multnomah County Line)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-17-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-76	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$98,476	$88,628

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By A. J. Schmidt

Asst. State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For G. L. Green

Date executed by Division Administrator SEP 20 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity.
5 MONDAY	No activity.
6 TUESDAY	Doing pick-up work.
7 WEDNESDAY	
8 THURSDAY	
9 FRIDAY	
10 SATURDAY	

REMARKS

Status to date: Job complete. Ready for final inspection.

SIGNED E Rodriguez LOCATION Beaverton

E. Rodriguez, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8416

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEAVERTON-HILLSDALE HWY. AT SCHOLLS HWY. & OLESON ROAD
WEEK ENDING: DECEMBER 9, 1977
SECTION PREFIX: 34-1090
HIGHWAY: BEAVERTON-HILLSDALE
COUNTY: WASHINGTON
KIND OF WORK: TRAFFIC SIGNAL REVISION
NAME OF JOB: BEAVERTON-HILLSDALE TRAFFIC SIGNALS
CONTRACT NUMBER: 8416
FEDERAL AID PROJECT NUMBER: HHS-0030(1)
CONTRACTOR: HANSEN ELECTRIC CO.
DATE WORK STARTED: JANUARY 6, 1977
~~ESTIMATED~~ COMPLETION DATE: NOVEMBER 4, 1977
DATE OF CONTRACT: AUGUST 6, 1976
SPECIFIED WORK DAYS:
WORK DAYS USED:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 1 SUPERVISION: 1
SPECIFIED CALENDAR DAYS 200
CALENDAR DAYS USED 11 439
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED 220
PROJECT AUTHORIZATION: $ 94,516.32
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 86,261.62
ENGINEERING AUTHORIZATION $ 8,254.70
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 67,012.87
ENGINEERING COST TO DATE $ 13,200.00
DATE PROJECT WAS COMPLETED: NOVEMBER 4, 1977
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 22 %
PERCENT OF AUTHORIZATION 160 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 AUGER TRUCK, 1 TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	TRAFFIC SIGNALS						
PERCENT	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	SHOWERS	0	0	
MONDAY	5	OVERCAST	0	0	
TUESDAY	6	SHOWERS/BREEZY	0	0	
WEDNESDAY	7	SHOWERS	0	0	
THURSDAY	8	CLOUDY/COOL	0	0	
FRIDAY	9	SHOWERS/COOL	0	0	
SATURDAY	10		0	0	

Routing
RECEIVED
DEC 12 1977
CONSTRUCTION SECTION
Richards
Glenn

8416

8

May 10, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On May 4, 1978, we wrote to you concerning release of final payment on Contract No. 8416 awarded to Hansen Electric Co. for traffic signal revision on the Beaverton-Hillsdale Highway at Scholls Highway and Oleson Road in Washington County.

Final payment on this contract is $1,000 and the total contract amount is $48,338.59 including $246.07 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8416 Contractor HANSEN ELECTRIC COMPANY, INC.

Highway BEAVERTON-HILLSDALE

Section BEAVERTON-HILLSDALE HWY. @ SCHOLLS HWY. & OLESON RD. IN WASHINGTON COUNTY

Kind of Work TRAFFIC SIGNAL REVISION

It is recommended that the request for increase in the number of workdays within which to complete said contract be **~~DENIED~~** or **GRANTED**. The reasons for such recommendation are as follows:

137 days granted due to signal equipment and hardware delivery delay and for scheduling and completing remaining work.

Recommended for Approval:

Division Engineer

D. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8416
Project designation HHS - 0030(1)
State-Federal
Date awarded AUGUST 6, 1976
Work started JANUARY 6, 1977
Per cent completed 100%; NOVEMBER 4, 1977
Date
No. of Workdays Allowed 200
No. of Workdays Used 439
No. of Added Workdays Requested 239

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 4, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 439 days, within which to complete our Contract No. 8416, without the assessment of liquidated damages. The said contract is described as follows: Beaverton-Hillsdale Hwy at Scholl's Hwy and Oleson Rd Sec. Traffic Signal Standards.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 102 days - March 10, 1977 to June 20, 1977 for delay in pole corrections and signal equipment delivery.

117 days - June 21, 1977 to October 15, 1977 for delay in delivery of signal mounting hardware.

20 days - October 15, 1977 to November 4, 1977 for rescheduling and completion of work necessary to turn on the new signal.

(See attached documents to substantiate our request.)

Respectfully submitted,

HANSEN ELECTRIC COMPANY, INC.
Contractor

By Sec/Treas

CONSENT OF SURETY

Date April 7, 1978

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Rudolph W. Zeul
Resident Agent

Since revisions and extra work for the project were minimal and in no way did they contribute to the time overrun, I cannot find any other justifiable reasons for recommending any additional time. I would like to point out that the signals were always in operation and although the public was not damaged nor deprived of any benefits, the State did suffer due to an overrun in engineering costs of almost 200%.

In summarizing, I recommend no days for Item 1, 117 days for Item 2 and 12 days for Item 3, for a total relief of 129 days.

I realize that this is a lengthy, complicated and at times confusing presentation by both the contractor and myself, but if you would like to discuss any issue, or if you have any questions, please let me know.

E Rodriguez

Enrique Rodriguez
Resident Engineer

Enclosures (5)

In summarizing Item 1, the contractor's request for 102 days for delays in pole corrections and signal equipment delivery, this delay can be attributed primarily to the George M. Roth Co. for ordering the poles without approved details, for not issuing a stop order to the fabricator and for not coming up with a suitable, prompt solution for the required revision work. It took 16 weeks to revise 5 poles but only 12 weeks to fabricate the entire lot of 9. I have come to the conclusion that this is a problem between the contractor and the supplier and in no way can the State be held responsible for this delay. It is my recommendation that this request be denied.

Item 2 - 117 days - June 21, 1977 to October 15, 1977 for delay in delivery of signal mounting hardware.

Exibit 7 shows that the hardware was approved and ordered by the contractor on 10/13/76. The contractor has furnished evidence (exibit 24) that the supplier could not obtain a required casting which caused a delay of 63 days, suppossedly from May 6, 1977 to July 8, 1977. It is not clear to me why the equipment was scheduled for a May 1977 delivery when it was ordered in October of 1976, especially in view of the fact that contract time would expire on March 10, 1977.

The special provisions do allow for an extension of contract time due to delay in delivery of materials and apparently, the contractor was having a difficult time getting supplies from this particular company, Eagle Signal Corporation. Although it is not mentioned anywhere, the company was in the process of relocating from Iowa to Texas and several other projects supplied by Eagle, including the River Road job in Hillsboro, were late in getting supplies due to the plant relocation.

Since we do allow for an extension of time for a "bona fide delay in delivery of material which could not have been anticipated or prevented", the only question is in the number of days to allow. The contractor has asked for 117 days, the supplier admits to a delay of 63 days and from my interpretation of the special provisions, I believe that the contractor is entitled to more days than asked. Since the contractor has asked for 117 days, it is my recommendation that this request be granted.

Item 3 - 20 days - October 15, 1977 to November 4, 1977 for rescheduling and completion of work necessary to turn on the new signals.

This is a very vague statement as my records show that the field work was resumed on August 15 and continued until completion on November 4. Although the signals were energized on October 24, I continued to charge calendar days until the removal of the old signal equipment was completed. Perhaps the charges could have been stopped sooner, and if so, it is still possible to rectify this by allowing the contractor 12 calendar days instead of the 20 days requested.

advised the contractor that the representative, George M. Roth Co., for the pole fabricator, Valmont, had a copy of the specials and that approval of the details was not necessary. Apparently, this misunderstanding was due to the procedures or requirements for other jobs which probably called for the poles by catalog number and the representative assumed this to be the case again as the specials did call for a "Valmont Industries SM-16 Signal Standard, as modified on the plans as showing mast arm height and angle of rise."

It has never been explained how this modification of mounting height and angle of rise was possible using the standard details, but the contractor accepted the representative's assurance that details were not needed and on 10/1/76 (exibit 5), instructed the supplier to " release order for immediate shipment."

If the contractor had been in contact with the resident, this matter would had been corrected right away, but it was not until the pre-construction conference held in Milwaukie on December 20, 1976, that the contractor was reminded that the signal pole details had not been submitted. He remarked that the poles were being fabricated and were scheduled for delivery around February 4, 1977 (exibit 9). Several prints were then handed over and these were delivered to the Bridge Division the following day. The details were rejected on December 28, forwarded to me on January 12 and finally to the representative on January 26 (exibit 13).

While the details were being reviewed and shuffled around, the fabricator in Valley, Nebraska was, in all probability, unaware of the rejection because the poles were shipped out on February 7 and delivered to the jobsite on February 15 (exibit 14).

Since all the poles had a mounting height of 20' - 0", not a single one met the height requirements shown on the plans. I immediately rejected the entire lot and notified the contractor at the jobsite, who in turn requested something in writing (exibit 17).

My diary of February 22 shows that Mr. Mike Schiele, from George M. Roth Co., called my office requesting a list of mounting heights for the poles. I informed him that the heights were as given on the plans and that no changes nor revisions had beem made. Later in the day, Mr. Schiele came to my office and he was given two sets of plans and specifications. For the next several weeks, Mr. Schiele and our Design Section corresponded, negotiated and finally arrived at a solution for revising the poles.

On March 26, Mr. Schiele delivered to my office plans for the proposed revisions which were forwarded to Salem. The plans were back in my office by April 5, and Mr. Schiele picked them up the following day. Several revisions, welding and galvanizing procedures were approved by the Salem office and repair work was authorized. The revision work was done locally and on May 25, the poles and mast arms were returned to the jobsite, but no field work was performed by the contractor until August 15.

OE RE RME RCE BE
TE RECEIVED RSM
UE APR 21 1978 ~~RSC~~
SO REGION I RBI
TO

FORM 8-90 50M 8-68 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Beaverton
April 18, 1978

SUBJECT: Beaverton-Hillsdale Hwy. &
Scholls Hwy. and Oleson Rd.
Traffic Signal Revision
Contract No. 8416
Request for Extension of Time

To:

Mr. Edward L. Hardt
Regional Engineer
Milwaukie, Oregon

Atten: Mr. Marion Craft
Regional Construction Engineer

As per attached forms, correspondence and 24 exibits, Hansen Electric Company, Inc. has requested an extension of time from 200 to 439 calendar days without the assessment of liquidated damages for the work completed on subject contract.

This is a Federal Aid project which called for the revision of the existing traffic signals using a State furnished controller at the Raleigh Hills-Scholls Highway and Oleson Road intersection.

Other pertinent facts are as follows:

Date of Award:	August 6, 1976
Date Contract Forwarded:	August 11, 1976
Start of Calendar Day Count:	August 23, 1976 (200 Cal. Days Allowed)
Pre-construction Conference:	December 20, 1976 (120 Cal Days used)
Commencement Date:	January 6, 1977 (137 Cal. days used)
Date Contract Time Expired:	March 10, 1977(25% performed)
Date of Second Notification:	November 4, 1977 (439 Cal. Days used)
Penalty: $75.00/cal. day.	239 cal. days = $17,925.00

The contractor has based his request on three different items which will be taken up separetely.

Item 1 - 102 days requested from March 10, 1977 (expiration of contract time) to June 20, 1977 for delay in pole corrections and signal equipment delivery.

A delay for correcting rejected signal equipment is definitely not the responsibility of the State nor is it reason for granting a time extension. The special provisions, Art. 661.38(a), Page 9, state that "The contractor shall submit shop drawings for approval." On his purchase order of 8/20/76, the contractor promptly and correctly requested 8 copies of the details for submittal to the State (exibit 1). On 9/30/76 (exibit 4), the supply company

Item (2) appears to be a valid request. Eagle Signal Company could not obtain a needed casting and this resulted in a total delay of 117 days after expiration of contract time. It is recommended that this time be granted.

Item (3) requests 20 days for rescheduling and completion of work necessary to turn on the new signals. Twelve of these days were charged after the signals were energized and should be returned to the contractor. The remaining 8 days are deemed reasonable to schedule and install the signal equipment after receipt thereof. Therefore a total of 20 days should be granted under this item.

It is recommended that a time extension of 137 calendar days be granted on this project leaving 102 days of liquidated damages in effect. This is a Title II Federal-aid project. FHWA approval is not required.

A rough draft reply to the contractor is attached.

OBJ:mk

Attach.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 10, 1978

FROM: O. B. Jackmond
Contract Admin. Engr.

O. B. Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Beaverton-Hillsdale Hwy. @
Scholls Hwy. & Oleson Rd.
Contract No. 8416

The contractor on the above project, Hansen Electric, Inc., has requested a time extension of 239 Calendar Days. Pertinent contract time data are:

Contract Awarded	August 6, 1976
Calendar Day Count Started	August 23, 1976
Work Started	January 6, 1977
Work Completed	November 4, 1977
Calendar Days Allowed	200
Calendar Days Used	439

There are three basic elements in the contractor's request. These are:

1. Delay in pole corrections and signal equipment deliveries - 102 days,
2. Delay in delivery of signal mounting hardware - 117 days,
3. Rescheduling and completion of work - 20 days.

A long and somewhat involved series of events transpired on this project. The Resident Engineer has provided a detailed and accurate analysis and this letter will provide a brief summary. A copy of the Resident Engineer's report is attached.

In respect to item (1) above, this delay was the result of the contractor not submitting shop drawings in a timely manner. The contractor was advised by the pole fabricator's representative that shop drawing submittal was not required and this was in direct conflict with the project Special Provisions. When the drawings were submitted they were incorrect. The poles were shipped without the necessary corrections and field corrections had to be approved and made. This delay is therefore judged to be within the control of the contractor and/or his supplier and no additional time is recommended.

RECEIVED
STATE HWY ENGR
MAY 16 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8416

9

May 17, 1978

Hansen Electric Company, Inc.
Post Office Box 1228
Coos Bay, OR 97420

Gentlemen:

Time Extension Request
Beaverton-Hillsdale Hwy. @ Scholls
Hwy. & Oleson Road
Contract No. 8416

Your request for an extension of time on the above project has been carefully reviewed and an extension of 137 calendar days is hereby granted. There remains 102 days of time liquidated damages in effect on this project.

No additional time was granted for pole correction delays since this is a matter between you and your supplier and/or fabricator.

Additional time was granted for signal equipment and hardware delivery delays and for scheduling and completing the remaining work.

Should you have any questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:mk ia

bc C. T. Keasey
E. L. Hardt
Enrique Rodriguez
Robert Church
Richard Macek

4

June 2, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $10,275 will be made to Hansen Electric Co. for traffic signal revision on the Beaverton-Hillsdale Highway at Scholls Highway and Oleson Road in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $58,613.59 including the post-final payment. Of the total, $246.07 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

NOTICE OF CLAIM

To: OREGON TRANSPORTATION COMMISSION
State of Oregon (Oregon State Highway Department)
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, has a claim for traffic signalization equipment furnished in the sum of $5,000.00, plus interest from the due date, against the bond taken from HANSEN ELECTRIC, CO., as principal and UNITED PACIFIC INSURANCE COMPANY, as surety for the work on the Oleson Road, Beaverton-Hillsdale Highway and Scholls Ferry Road contract, in Washington County, Oregon, Contract #8416.

DATED this 25 day of October, 1978.

GENERAL ELECTRIC SUPPLY CO.,
a Division of
GENERAL ELECTRIC COMPANY

By: D. G. Emory
D. Emory, District Manager

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

By: Michael D. Williams
Michael D. Williams

RECEIVED
1978
[illegible]
[illegible] OF TRANSPORTATION

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
MICHAEL D. WILLIAMS

TELEPHONE
(503) 222-9966

October, 25, 1978

IN REPLY PLEASE REFER TO
FILE NO. 78-022

Clerk, Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Re: Contract #8416 (Hansen Electric, Co.)

Gentlemen:

Pursuant to ORS 279.528, I am enclosing herewith a Notice of Claim by General Electric Supply Company, a division of General Electric Company, against Hansen Electric Co., and its surety, United Pacific Insurance Company, for payment for certain materials on the construction on Beaverton-Hillsdale Highway, Oleson Road and Scholls Ferry Road, in Washington County, Oregon, on OSHD Contract #8416.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS

MDW:clk
Enclosure
cc: United Pacific Insurance Company
Hansen Electric Co.
Lloyd Lorentzen, General Electric Supply Co.

RECEIVED
[illegible] 1978
[illegible]

NOTED
C. W. HEAD

8416

5299

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1978

Mr. Michael D. Williams
Williams, Stark, Hiefield, Norville & Griffin
Attorneys and Counselors at Law
Suite 775, Boise Cascade Building
Portland, OR 97201

Dear Mr. Williams:

This will acknowledge receipt of your letter of October 25 with attached Notice of Claim on behalf of General Electric Supply Company, a division of General Electric Company, indicating that Hansen Electric Company owes them for traffic signalization equipment in the amount of $5,000 plus interest.

The claim states this is in reference to the Hansen Electric Company Contract No. 8416 for a traffic signal revision project in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 30 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Hansen Electric Co.
United Pacific Ins. Co.

Hon. Norma Paulus✓- Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED ON
10-30-78

NOTED
C. W. HEAD

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

November 1, 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

United Pacific Bond U-951489
Principal: Hansen Electric Co.
Obligee: State of Oregon, Department of Transportation
Contract: Traffic Signal Revision on Beaverton-Hillsdale Highway at Scholls Highway & Oleson Road No. 8416

Dear Mr. Head:

Your letter of June 2, 1978, addressed to United Pacific, indicates a post-final payment was being made to this contractor. Would you kindly advise the current status of the contract and the amount of contract funds withheld by the State of Oregon, Department of Transportation on this project. We note a claim has been filed on behalf of General Electric Supply Company which we understand is subject to a substantial dispute by Hansen Electric Co.

We shall also appreciate knowing the date on which this contract was completed and the date it was accepted by the State of Oregon, Department of Transportation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

db

Total amt pd - $58,613.59
of the total $246.07 was for force acct
compl - 11/4/77
accepted - 5/2/78

RECEIVED
NOV 3 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

UNITED PACIFIC INSURANCE COMPANY UNITED PACIFIC LIFE INSURANCE COMPANY RELIANCE INSURANCE COMPANY
ADDRESS CORRESPONDENCE TO: P. O. BOX 1216, TACOMA, WASHINGTON 98401

9413

November 7, 1978

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

Dear Mr. Miller:

Reference is made to your recent letter concerning the Hansen Electric Co. Contract No. 8416, traffic signal revision project in Washington County.

This contract was completed on November 4, 1977, and accepted by the State on May 2, 1978.

The total amount paid was $58,613.59 and of the total $246.07 was for force account. No contract funds are being withheld by the State.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: State (H. S. Coulter)
Baker
Accts

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bryant
Hossner

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 11-1-79	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-0030(1)
COMPLETION DATE 11-4-77	ACCEPTANCE DATE BY CONTRACT AGENCY 5-2 78	TIME ELAPSED 220 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS None	LOCATION Intersection of Beaverton-Hillsdale Hwy. at Scholls Hwy. and Oleson Road		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVERTON-HILLSDALE HWY. @ SCHOLLS HWY. & OLESON RD.
BEAVERTON-HILLSDALE HWY.
Traffic Signal Revision

COPY SENT
NOV 8 1979
STATE

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant W. N. Bryant		SIGNATURE G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 11/8/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Form 734-3122

8416 Beaverton-Hillsdale Hwy. @ 1976
Scholls Hwy. & Oleson Rd. Sec.
(Traffic signal revision)

9415 13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 11, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project FAS-632
Cornell Road-Groeni Road Section
Cornelius Pass Road
Washington County's Proposed Design Standard

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer

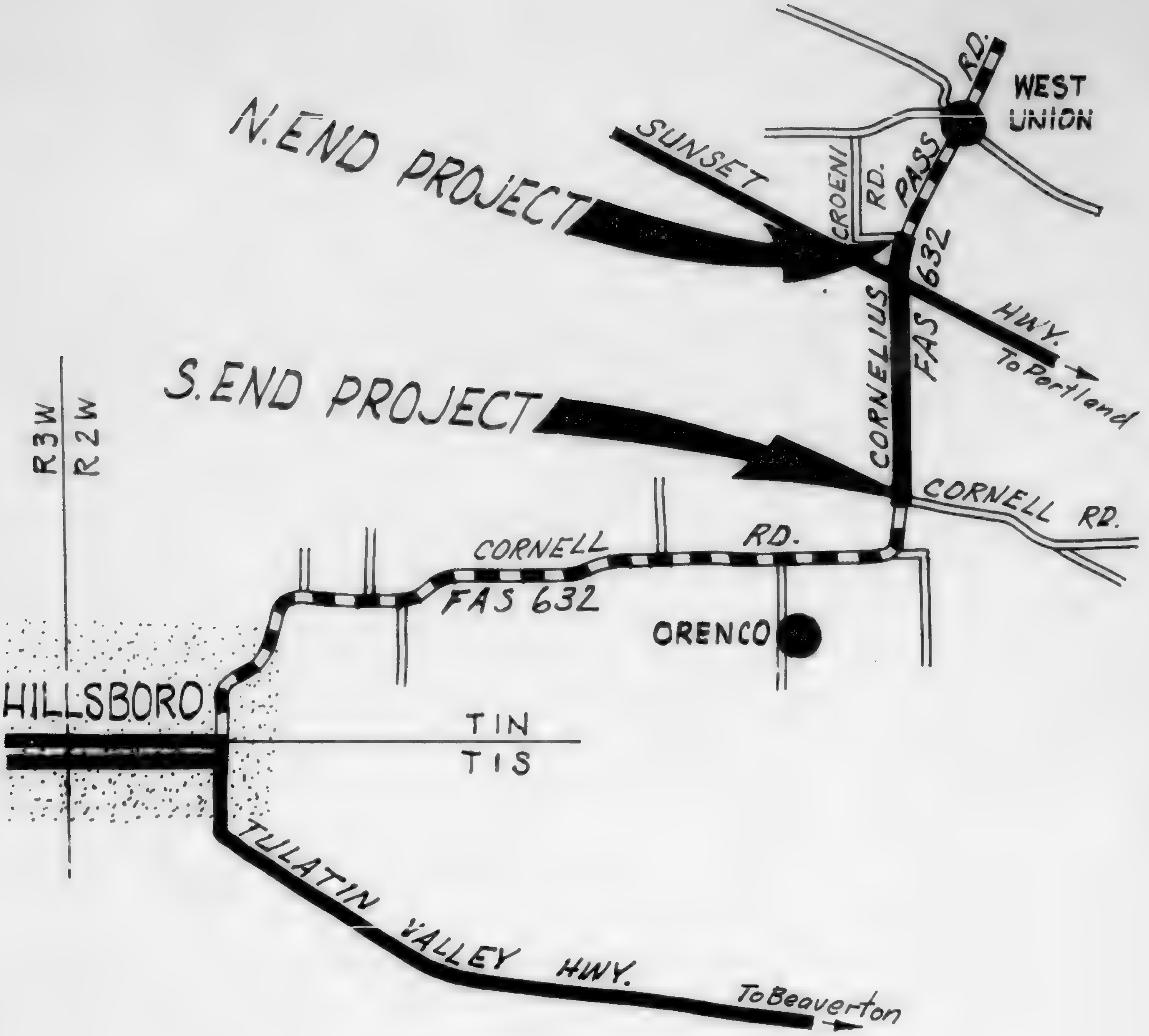
Mr. Rulien's letter of August 29 requested concurrence in a request from Washington County to widen the subject section of Cornelius Pass Road to a 24-foot wide travel roadway with 4- to 6-foot paved shoulder in lieu of the minimum 8-foot shoulder called for under the secondary road plan standards.

A field review of the proposed project conducted September 9, 1975, reveals that the proposed roadway and shoulder widths would be equivalent to the recently improved section to the south, would exceed those on the section to the north (north of the Sunset Highway), and would result in a substantially higher degree of efficiency and safety for the amount and type of traffic using the facility. For these reasons as well as those covered in Mr. Rulien's letter we concur in the request.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 15 '75
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Att File

Orig


N. END PROJECT
S. END PROJECT
SUNSET
HWY.
To Portland
CROENI RD.
CORNELIUS PASS RD.
FAS 632
WEST UNION
CORNELL RD.
CORNELL RD.
FAS 632
ORENCO
HILLSBORO
R3W
R2W
TIN
TIS
TULATIN VALLEY HWY.
To Beaverton

CORNELL RD - CROENI RD. SECT.

CORNELIUS PASS RD. FAS 632

Washington County

WASHINGTON COUNTY
Proposed FAS-C Project

FAS 632
Cornelius Pass Road (Cornell Rd.-Croeni Rd.) Section
Grade, Base and Pave
Approximately 1.4 miles
$260,000

This is to be a grading, basing and paving project. County will do the clearing and drainage portion of the project.

75-h
10/14/75

8415

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT FAS-C Proposed Projects

AGENDA
4

Attached are tabulations and maps describing and locating three proposed federal aid secondary projects; one each in Curry, Wasco and Washington Counties.

The project in Curry County is for a bridge over Hunter Creek on Hunter Road, FAS 08-109. The FAS funds required for this structure are estimated to be approximately $110,000 of which $12,100 will be the cost to the State.

Wasco County is requesting a grading, paving and structure project on the Dufur Bypass Section on FAS 942. The FAS funds required for this project are estimated to be approximately $350,000 of which $28,500 will be the cost to the State.

The project request by Washington County is to widen and pave the Cornell Road-Croeni Road Section of Cornelius Pass Road, FAS 632. The FAS funds required for this project are estimated to be approximately $260,000 of which $28,600 will be the cost to the State.

These projects will be on the agenda for the October 28 Commission meeting, and I recommend your approval.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Vern Skoog
Don Harwell
Gary L. Sund
Jack Graham
Ed Hardt
C. M. Williams

NOTED
C. W. HEAD

HR:scr dpv

84.15 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 17, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project RS-8(-)
Cornell Road-Croeni Road Section
Cornell-Croeni Road
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's November 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, Markham)

BEN GIFFORD

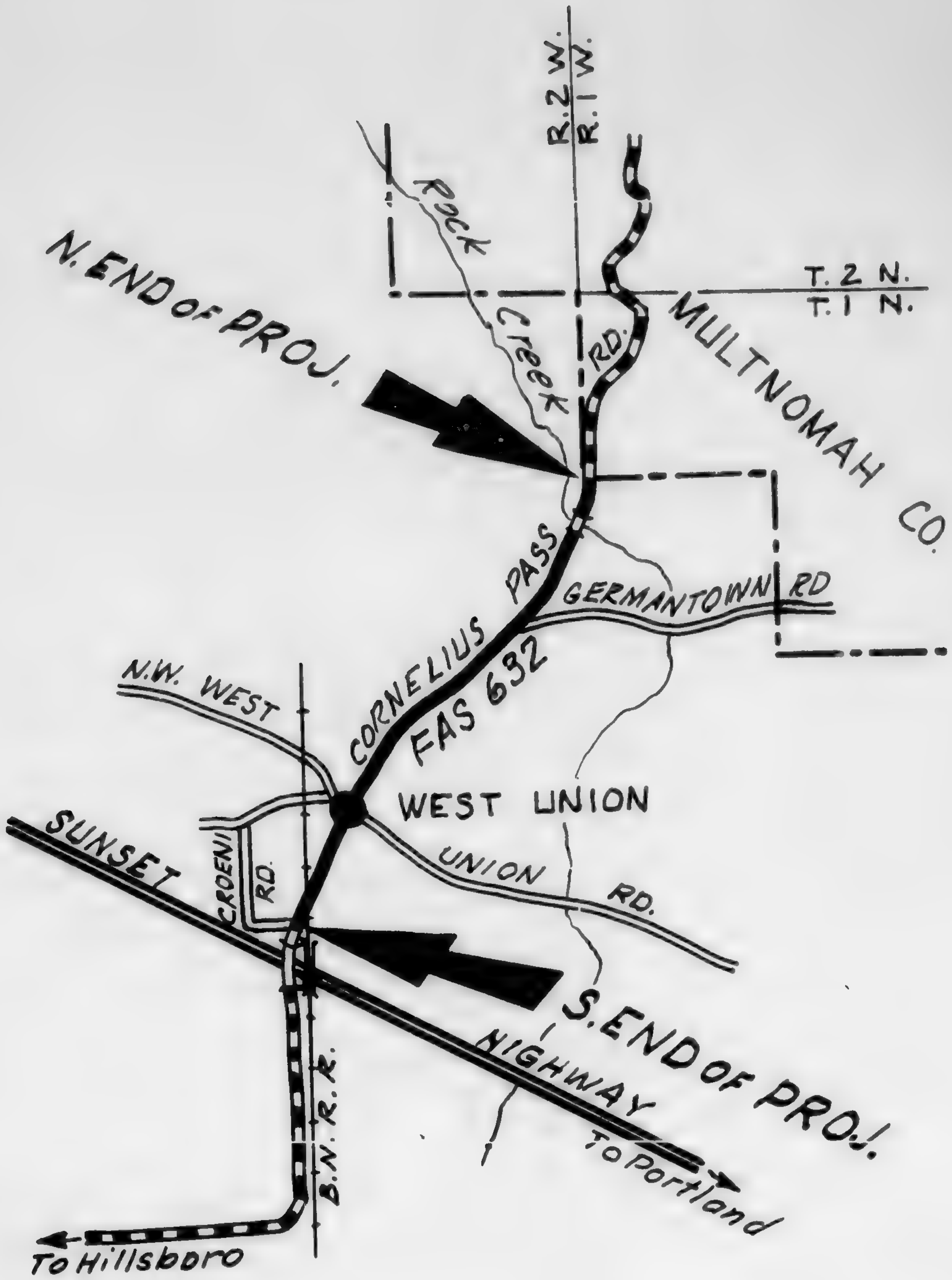
RECEIVED
STATE HWY ENGR
NOV 19 '75
REFER TO Rulien cy Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
[illegible] DIV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

NOV 19 1975


R.2W.
R.1W.
T.2N.
T.1N.
Rock Creek
N. END OF PROJ.
MULTNOMAH CO.
RD.
CORNELIUS PASS
GERMANTOWN RD
N.W. WEST
FAS 632
WEST UNION
CROENI RD.
UNION RD.
SUNSET HIGHWAY
S. END OF PROJ.
B.N.R.R.
To Portland
To Hillsboro

CROENI RD. - CO. LINE SECT.

CORNELIUS PASS RD. FAS ROUTE 632

Washington County

WASHINGTON COUNTY
Proposed FAS-C Project

FAS 632
Cornelius Pass Road
Croeni Road-County Line Section
Grade, drain, base, pave and widen structure
Approximately 2.6 miles
$560,000

Grade, drain, base and pave a roadway 32 feet in width on the present alignment, A.C. paving to be the full 32 feet wide for two 12-foot travel lanes and 4-foot shoulders. An existing 57-foot long concrete structure is to be widened to 32 feet.

Guardrail is to be installed by contractor. Utilities are involved, there is no additional right-of-way.

County will do the engineering and install the signing and do the striping.

State is to do the supervisory engineering, make up the plans and specifications and award the contract.

8-5

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating three proposed federal aid secondary projects--one in Douglas County and two in Washington County.

The project in Douglas County is to widen and pave the Rock Creek-Steamboat Bridge Section of the North Umpqua Highway County Road, FAS253. The FAS funds required for widening and paving this section are estimated to be approximately $1,347,000 ($148,100 of which will be the cost to the State).

The first project requested by Washington County is to widen and pave the Croeni Road-County Line Section on Cornelius Pass Road, FAS632. The FAS funds required for this section are estimated to be approximately $560,000 ($61,600 of which will be the cost to the State).

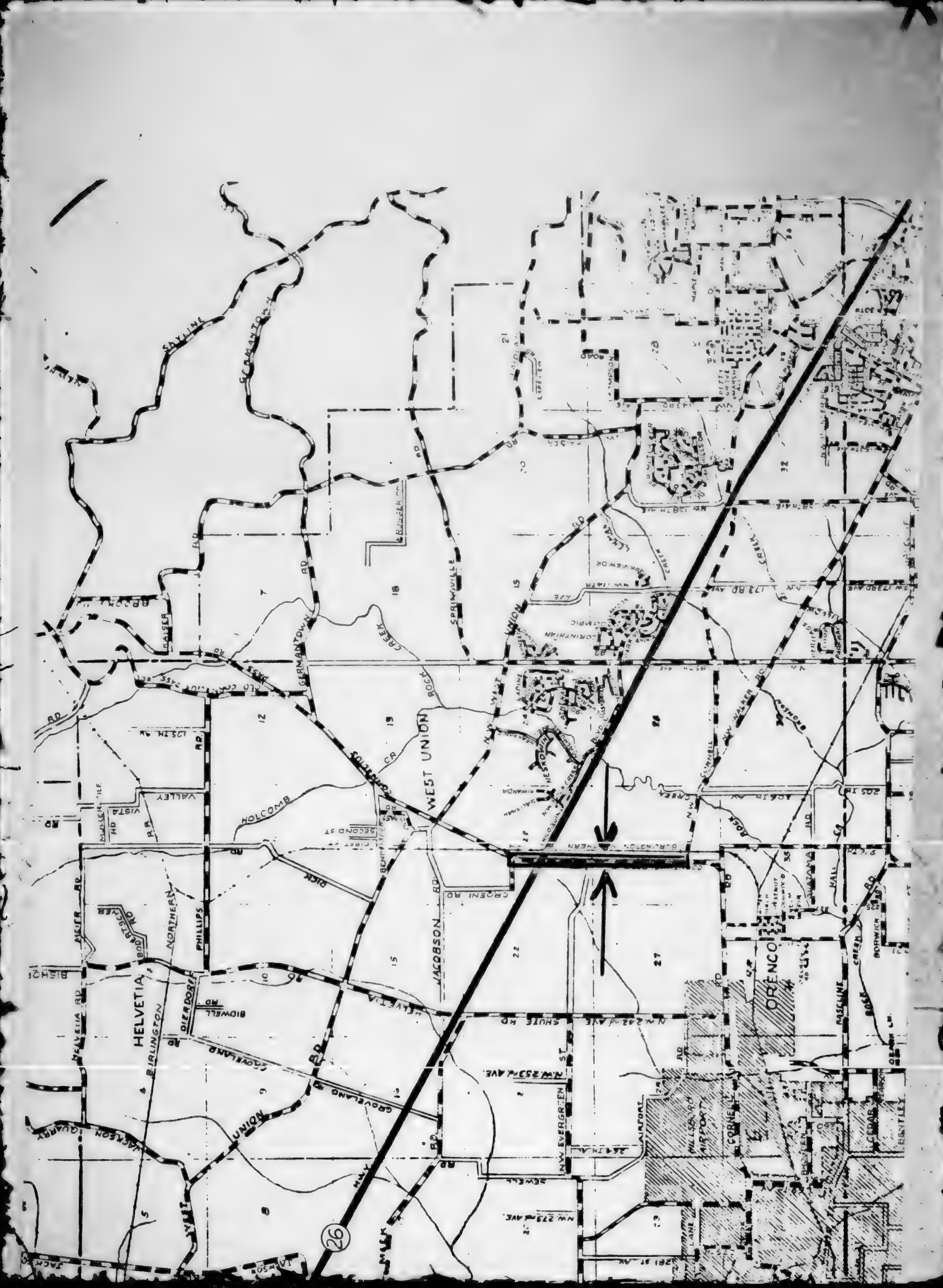
The second project requested by Washington County is for improving and signalizing the Burlington Northern Railroad crossing at West Union. The FAS funds required for this project are estimated to be approximately $40,000 (since this is to be 100 percent federal funds, there will be no cost to the State).

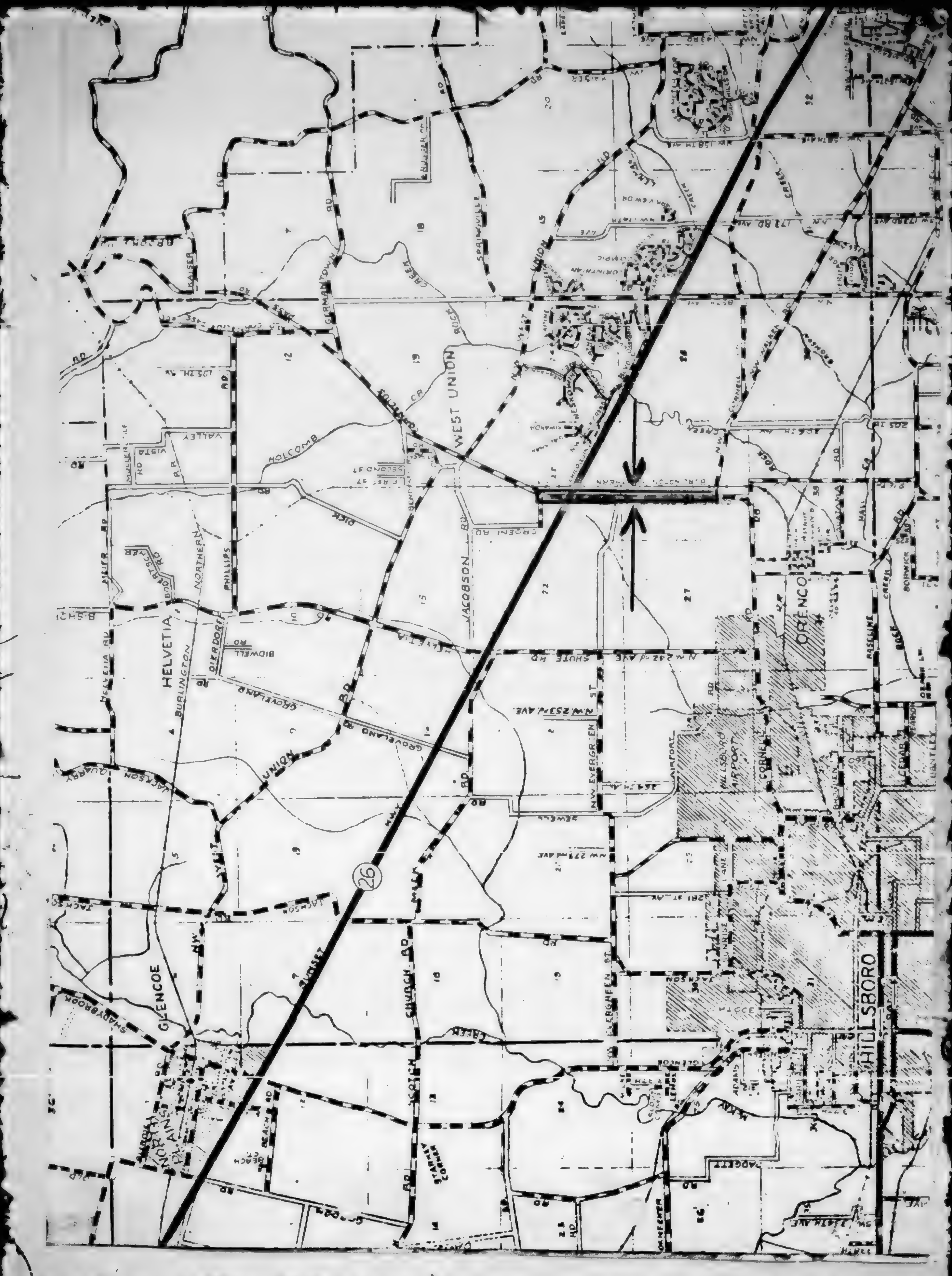
These matters will be on the agenda for the November 25 meeting and I recommend your approval.

Atts.

bc: C. W. Head George M. Baldwin
E. S. Hunter R. L. Schroeder
H. S. Coulter L. W. Rulien
V. E. Skoog Don Harwell
Gary Sund Jack Graham
Ed Hardt Alfred Shirley, Jr.

HR:dp srb


SKYLINE
GERMANTOWN
GERMANTOWN RD
KAISER
SPRINGVILLE RD
BRUGGER RD
CREEK
ROCK
WEST UNION
NW WEST UNION
HOLCOMB
JACOBSON RD
GRONEN RD
HELVETIA
HELVETIA RD
MEIER RD
BURLINGTON
NORTHERN
PHILLIPS
BISHOP
VALLEY
VISTA
DIERDORFF
BIDWELL
GROVELAND RD
UNION
JACKSON QUARRY
BURLINGTON NORTHERN
SHUTE RD
NW 253rd AVE
NW EVERGREEN
NW 273rd AVE
SEWELL
AIRPORT
HILLSBORO AIRPORT
CORNELL
ORENCO
CEDAR
BENTLEY
NW WALKER RD
ROCK CREEK
CORINTHIAN
OLYMPIC
HWY
26


WEST UNION
HELVETIA
HOLCOMB
GERMANTOWN RD
SPRINGVILLE
ROCK CREEK
WEST UNION RD
JACOBSON RD
CRONIN RD
SHUTE RD
N.W. 242nd AVE
N.W. 253rd AVE
GROVELAND RD
UNION RD
BIDWELL RD
DIERDORFF RD
BURLINGTON NORTHERN R.R.
PHILLIPS RD
HELVETIA RD
VALLEY VISTA RD
HOLCOMB
DICK RD
FIRST ST
SECOND ST
KAISER RD
JACKSON QUARRY
JACKSON
GLENCOE
SHADYBROOK
NORTH PLAINS
SUNSET HWY
26
SCOTCH CHURCH RD
STARKEY CORNER
BEACH RD
N.W. EVERGREEN ST
SEWELL
N.W. 273rd AVE
HILLSBORO AIRPORT
AIRPORT
CORNELL
ORENCO
BASELINE
HALL
ROCK CREEK
BORWICK
CEDAR
HUNTLEY
HILLSBORO
JACKSON
GLENCOE
ADAMS
PADGETT
CREEK

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

None

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

None

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ________________________

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

NO CHANGE

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

NONE

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

NONE

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

NONE

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

N/A

7. Potential for Controversial Issues:

NONE

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

There is a Burlington Northern rail line parallel to existing road right-of-way on the east side. The area is currently rural and present land use is agricultural. Cornelius Pass Road is the boundary line between urban (designated urban intermediate--meaning urban development in the next 20-40 years) and rural area in Washington County's Comprehensive Framework Plan. Residences along the project are sparsely-distributed farm houses. The only significant local source affecting air quality and noise levels is the highway.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is located in flat, open agricultural land in the floor of the Tualatin Valley. There are no easily descernable water courses in the area. Vegetation in roadside ditches and slopes to be affected by the construction consists mainly of mowed grasses.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Approved by Washington County Board of Commissioners at their March 11, 1975 meeting.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______ Tentative Date(s)______

A-95 Review: ☒ Not Required ☐ Required

Date Submitted______ Date Received______

Expected Coordination with Local, State and Federal Agencies State Highway Division, (Rural Area Engineer, Milwaukie Regional Office) and with FHWA.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All work to be done in existing (60-foot) right-of-way.

Typical Section 32-36 foot paved section, with ditches. The existing road improvement width is 22 feet, with no shoulders and increasing traffic volumes, which includes truck routing.

Structures N/A

Additional Facilities N/A

Access Control None

Materials Gravel and A.C. paving.

Borrow and Waste Disposal Will have balanced material for excavation and preparation for structural section.

Special Construction Methods N/A

Characteristics (ADT) 5,400 (1974)

Other General Information (or Supplemental information to items) N.W. Cornelius Pass Road is an existing county road that is functioning as an arterial road connecting Hillsboro area of Washington County with Sunset Highway; which is the major access to city of Portland CBD, and with Northwest Portland industrial area.

Project Sketch Map is Attached: ☒ Yes ☐ No

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Cornell Road-Croeni Road Section--FAS 632 RS-8(-)
(Section)

Location of Project - Cornelius to Croeni Road (Highway Name) FAS #632 (Highway No., US - ORE)

(City) Washington (County) I (Region)

Program FAS-C (Funding) $260,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen existing arterial road to provide 24-foot travel surface (2-12 foot lanes) with 4- to 6-foot paved shoulders. The proposed project is designed to make an an existing facility adequate and safer to handle the existing traffic volumes. Additional lanes will not be added and there will be no increase of traffic (additional trip generation) because of the road improvement project.

Origin and History: Cornelius Pass Road is an existing county road (CR #1172) connecting the city of Hillsboro with the Sunset Highway and extending northerly into N.W. Portland, major connection between the areas in this corridor.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.4 miles

Termini Between N.W. Cornell Road and S.W. Croeni Road.

Alignment (new or existing) Existing alignment will be used.

CATEGORY
3 PROJECT

non-major

Form (2)9-74

8415

Contract 845

p

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 20, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Cornell Road-Croeni Road Sect.
Cornelius to Croeni Road
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
~~D.~~ L. Gifford
Region 1 : E. L. Hardt
District 2a : W. W. Geibel

RECEIVED
STATE HWY ENGR

NOV 20 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
ESH
E. S. Hunter
Date 11-20-75

8215

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 5, 1976

In reply refer to: 1041DA.1

SUBJECT: Oregon Project, FAS-683-Washington County
Croeni Road-County Line Section
Cornelius Pass Road, FAS 632

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Rulien's December 22 letter, we concur in the proposed typical section for this project.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO
Rulien
FOR
Info | Invest | R.S | D.R | [illegible] | [illegible] | File ✓

D-CROENI ROAD SECTION
ECT NO. RS-8(5)

vement with 0 to 4-foot gravel shoulders.

S 26) Overcrossing; Bridge No. 6735; RCDG
with a horizontal clearance of 26 feet;
onst. in 1947.

nder existing facility.

lowing:

ary engineering.

type pave two 12-foot travel lanes
lders. Furnish and install neces-
ty will do the permanent striping
and permanent signing.

lish the preliminary engineering
ngineering with required review by

ptember 11, 1975 concurred in use
of the minimum 8-foot shoulder
ary Road Plan standards.

Developments, Historical and Recre-

Airports:

Hillsboro Airport lies west within 2 miles of the south end of the project. No conflict should be involved as a result of the project.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on November 17, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design -- Not a factor in the development of this project.

Route Data:

This is a farm-to-market road, a school bus route, a mail rout and an intercounty route.

Unusual or Complicated Situations:

Bridge No. 6735 described under "Existing Facility" is substandard in light of present day standards, but will remain in place as is.

NOTE: The project is in Congressional District No. 1.

CORNELL ROAD-CROENI ROAD SECTION
PROJECT NO. RS-8(5)

Existing Facility:

Roadway -- 22-foot A.C. pavement with 0 to 4-foot gravel shoulders.

Structure -- Sunset Hwy. (US 26) Overcrossing; Bridge No. 6735; RCDG 251 feet long with a horizontal clearance of 26 feet; H-15 loading; const. in 1947.

Adjacent Sections:

Same as roadway described under existing facility.

Project Data:

The work consists of the following:

(a) All phases of preliminary engineering.

(b) Grade, drain and high-type pave two 12-foot travel lanes with 4-foot paved shoulders. Furnish and install necessary guard rail. County will do the permanent striping and install temporary and permanent signing.

NOTE: The County will accomplish the preliminary engineering and the construction engineering with required review by State forces.

Exceptions to Minimum Standards:

FHWA under memorandum of September 11, 1975 concurred in use of 4-foot shoulders in lieu of the minimum 8-foot shoulder called for under the Secondary Road Plan standards.

Relocation Assistance Payments:

None required.

System Action, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

Airports:

Hillsboro Airport lies west within 2 miles of the project. No conflict should be involved a project.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 2 A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA o 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under O (Category 3 project).

(b) Location/Design -- Not a factor in the d this project.

Route Data:

This is a farm-to-market road, a school bus ro and an intercounty route.

Unusual or Complicated Situations:

Bridge No. 6735 described under "Existing Faci in light of present day standards, but will re

NOTE: The project is in Congressional District

FORM PR-1
(REV. 4-61)

1-7-76

FEDERAL-AID PROGRAM DATA

ROJECT LOCATION (45 typewriter spaces) o.Rd., 0.2 Mi. N. of US 26 O'xing, S. 1.1 Mi.	**ADT**	PRESENT 5,500 DHV - 600	FUTURE 9,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 78

D WORK (35 typewriter .T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- NUMBER 8 SEQ. NO. (5)	I. Projects Only POST MI. DESIG.

Rural Secondary	COUNTY NAME Washington	CODE 067	PROGRAM STAGE ☐ 1 OR ☒ 2
--	ROUTE NO. S	FEDERAL-AID 632	STATE Co. Rd. U.S. --

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 0.2 Mi. N. of US 26 O'xing, S. 1.1 Mi.	1.3	13,000	10,160	1,420	1,420 (Co.)	P.E. all phases; grade, drain and H.T. pave. 2-12' lanes with 4' shldrs. Furnish and inst. necessary guard rail.
ROW								(County will do striping & inst. signing.)
ONST (CODE)		"Cornell Rd.-Croeni Rd. Section"	1.3	260,000	203,290	28,355	28,355 (Co.)	ROW-60' min.; Access control-none; Parking restrictions-none. Util. adj. required incl. prep. work.
Y JG		PROJECT TOTALS	1.3	273,000	213,450	29,775	29,775 (Co.)	

PROVAL DATES

REMARKS

Additional Data: Item Nos. S-145 & P-43; Project Nos. S-8(4) and F-186(12), respectively.

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

1-7-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co.Rd., 0.2 Mi. N. of US 26 O'xing, S. 1.1 Mi. 21 65	**ADT**	PRESENT 5,500 DHV - 600	FUTURE 9,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Gr., Dr., H.T. Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 8 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Washington			CODE 067 (14)
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID 632	STATE (32) Co. Rd. (36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co.Rd., 0.2 Mi. N. of US 26 O'xing, S. 1.1 Mi.	1.3	13,000	10,160	1,420	1,420 (Co.)
5					**ROW**							
5					**CONST** (CODE)		"Cornell Rd.-Croeni Rd. Section"	1.3	260,000	203,290	28,355	28,355 (Co.)

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	1.3	273,000 (16) (23)	213,450 (24) (33)	29,775	29,775 (Co.)
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data: Item Nos. S-14
S-8(4) and F-186(12), respectivel

PRO 6-2

January 7, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-8(5)

We are submitting program data for one project, Item No. 78, Project No. RS-8(5), "Cornell Road-Croeni Road Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $13,000 with obligation of $10,160 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $260,000 with obligation of $203,290 in Federal funds.

JG:bb

Enc.
cc: E. L. Hardt (Region 1)

8415

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1976

In reply refer to: 1041DA.1

SUBJECT: Oregon Project FAS 683 Washington County
Cornell Road-Croeni Road Section and
Croeni Road-County Line Section
Striping and Signing

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Rulien's December 31 letter, the use of County forces to perform striping and permanent signing on the subject FAS-C projects is considered to be in the public interest and is therefore approved.

for G. L. Green

RECEIVED
JAN 9 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

cy Schroeder

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2-10-76

BY (Signature): L. W. Rulien's letter of 1-7-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
8	RS-8(5)	1.3	273,000	213,450	Cornell Road-Croeni Rd. Section Washington County State of Oregon	Preliminary Engineering, grade, drain, high type pavement, including utility preparatory work

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
Rulien
FOR

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 2-10-76

SIGNATURE AND TITLE: G. E.Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

U. S. DEPARTMENT OF TRANSPORTAT   FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-8(5)

STATE PROJECT NO.
Cornell Rd-Croeni Road

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
RS-78

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-10-76	2-10-76	Secondary Route 632
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road 0.2 miles north of US 26 O'xing south 1.1 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, grade, paving, including utility preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $13,000 - Federal funds $10,160
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-10-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-7-76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $260,000 - Federal funds $203,290, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be neeced or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

841-

15

February 25, 1976

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5574

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Cornell Road-Croeni Road Section of the Cornelius Pass Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc Don Harwell (agree. att.)

8415

15

February 25, 1976

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached are fully executed copies of agreements covering the following projects:

Construction of the Groeni Road-County Line Section of Cornelius Pass Road

Construction of Burlington Northern Railroad (West Union) Crossing Section of Cornelius Pass Road.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agrees. att.)

I pointed out to them that their project assessment report on this project indicated no additional R/W would be required. Since this is now not the case, it will probably be in order to have a supplemental addition to the project assessment indicating there now will be additional R/W required for easement purposes. There are no improvements involved and it is all unimproved land. The R/W required would be considered insignificant. By a copy of this letter to Region Environmentalist Craig Markham, I will ask him to advise Washington County of the proper procedure to follow if a revision of the project assessment is necessary.

We discussed other projects coming up which were being requested by property owners, and they would donate the R/W and pay the county's share of the cost if the project would be done. I discussed this with Charlie Mathias at F.H.W.A. He concurred that as long as it was documented that the property owners wanted to donate R/W for these projects, it would not violate Federal requirements.

KR:kf

cc J.B. Boyd
J. Rose
C. Markham

FORM 6-10

Craig Markham

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE April 15, 1976

TO

MEMO TO THE FILE

FROM Kenneth Rolfe

Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Cornell Road-Croeni Road Section
Washington County
FAS 632

OE RE RME RCE RAE
TE RECEIVED RSM
UE APR 16 1976 RSC
SO REGION 1 RBI
BM LOC

On April 14, 1976, I met with Tom Spear, Washington County Planning Coordinator, and Jerry Morris of his staff, to discuss subject project. They have completed their design phase and have determined there will be three properties affected by permanent slope easements.

They thought permanent slope easements did not constitute a R/W acquisition, so they would not have to comply with the Federal requirements. I again explained to them that this was considered an acquisition and they would have to comply with Public Law 91-646. We discussed the use of the form letter advising the property owners they are entitled to compensation but soliciting a donation.

One file involves B.P.A. property and another file involves Burlington Railroad property, and I was not sure these two could donate right of way. The other file is private property, and Mr. Spear thought they would be willing to donate the necessary R/W. The County will contact the Railroad to see if they can do this. I contacted Tom Kornelis at B.P.A. and was advised they would donate the land for public use. I passed this information on to Tom Spear.

During our conversation I pointed out that if there was a problem of appraising the property, I would make a staff appraiser available to perform this function for them. We would do this on a letter agreement under which they would pay for wages, equipment and overhead.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 22, 1976

Craig P. Markham

FROM: CRAIG MARKHAM
Region Environmentalist

TO: GEORGE RAMJOUE
Project Coordinator

SUBJECT: CORNELL ROAD - CROENI ROAD SECTION
Cornelius Pass Road
Washington County FAS 632

Washington County now informs us that some new right-of-way (less than 1.5 acres) will be required for the subject project for permanent slope easements. Ken Rolfe has looked at the sites with Washington County and concludes that the proposed right-of-way acquisitions would not have significant adverse environmental effects. I concur, since no improvements or significant vegetation or habitat would be affected.

This information should be appended to the Environmental Assessment which stated that no new right-of-way would be required. No further environmental documentation appears necessary. A copy of the memo from Ken Rolfe is attached.

CM/lms

Attachment

8415 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
April 29, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Addendum to Project Assessment
Cornell Rd.-Croeni Road Section
Cornelius Pass Road, FAS632
Washington County

Attached is a memo and attachment from Region I concerning the effects of additional right-of-way requirements for the subject project.

We concur with the regions evaluation that the approximately 1.5 acres of additional right-of-way required for permanent slope easements would not have a significant effect on the environment. Therefore, the project's present category 3 and non-major action classification would not change.

GAP:GR:ch

Attachments

cc: Ed Hardt

PROJECT MANAGEMENT
APR 30 '76
REFER TO: Ben R
Info Investigate R/D Action File Letter See me

8415 15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Cornell Road-Croeni Road

Highway: F.A.S. 632 (Cornelius Pass Rd.)

County: Washington

Prefix: 534-1915

Res. Engr: W. Scofield

Date May 12, 1976

Ten Year Traffic Coefficient 9.0

18 kip s.a. per day 256.5

R value 11

Frost Penetration - - - -

CBE Total Requirement 28.5

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
2.0"	A.C.W.S.	4.0
6.0"	A.C.B.	12.0
6.0"	L.T.S.	6.0
16.0"		26.0"

NOTED
E. S. HUNTER

EXISTING ROADWAY
(20' Width)

2.0"	A.C. (Final Application)
4.0"	A.C. Overlay, with an extra allowance for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Deputy State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

Note:

In areas, 8" A.B. will be substituted for the L.T.S.

Overlay determined by deflection measurements.

RECEIVED
MAY 13 1976

8415 FAS632

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 12, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Sign Plans
Cornell Rd.-Croeni Rd. Sec.
N.W. Cornelius Pass Rd. (FAS 632)
Washington County

Attention: Ron Failmezger

Attached is a roll showing the proposed permanent signing on the above named project that was sent to us for review.

We have reviewed the plans and recommend the following revisions shown in blue on the plan:

(1) Deletion of "RIGHT LANE MUST TURN RIGHT" signs at Sta. 222+50 and 224+90.

(2) Addition of "TRAFFIC SEPARATOR" signs at Sta. 269+00 and 286+90.

The Federal Highway Administration has reviewed the sign plans and are in agreement with them.

Please review the plans, make whatever revisions that you feel are necessary and notify the County as to the results.

According to the agreement this work is to be done by County crews.

for L. E. George
Traffic Engineer

ELS:rj

Attachment

cc: W. H. Versteeg

REFERRED TO
3 ✓ Beard WGB ____ Reed ____
____ Cole ____ 2 ✓ Sample [illegible]
1 ✓ Eriksen F.E. ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christensen Don
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
MAY 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____
Other ____

8415

FAS 632

Salem, Oregon
May 20, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49162 - Burlington Northern, Inc.
Cornell Road - Croeni Road Section
N.W. Cornelius Pass Road
Washington County

Attached is a description and an authorization covering an easement to be obtained from the Burlington Northern, Inc. for the subject project which is scheduled for June 24, 1976.

It is our understanding that prints of the encroachment map have been sent to Jim Chidsey.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8415

FAS 632

Salem, Oregon
May, 26, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Cornell Road-Croeni Road Section
FAS 632 N.W. Cornelius Pass Road
Washington County

The plans for the project show a four-inch overlay over the existing pavement. The structure carrying Cornelius Pass Road over the Sunset Highway is indicated to receive the overlay also.

The structure No. A 6735 at M.P. 62.46 on the SUnset Highway is 251-feet in length and according to the Bridge Log has no A.C. on it now.

Please advise whether the overlay should be placed on this structure. Please expedite your investigation as the plans must be completed for P.S.&E. by June 22, 1976.

FE:az
cc: Fred Eriksen

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 26 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

15. SW 6th Ave & Dehaven St (Milton-Freewater)
City Streets
Umatilla County

Grading, paving

5-foot P.C.C. sidewalk to be constructed on the west side of Dehaven, south side of 6th.

16. NW Creoni Rd-NW Cornell Rd
FAS 632 (NW Cornelius Pass Rd), FAP No. RS-8(5)
Washington County

Grading and paving

Same as No. 1. 6-foot shoulders provided; 4-foot shoulders on channelizations and structure approaches.

17. Beaverton-Hillsdale Highway at Scholls Hwy and Oleson Rd
FAP No. HHS-0030(1)
Washington County

Traffic signal revision

Same as No. 4.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

10. Goshen-Cottage Grove
    Pacific Highway
    Lane County

    Roadside improvement

    Same as No. 4.

11. Beltline Rd At Coburg Rd (Eugene)
    Route 1035, FAP No. M-1035(1)
    Lane County

    Grading, paving, structure, signing, signals

    5-foot P.C.C. sidewalks provided on Coburg Road; 9.5-foot sidewalks on structure.

12. Logsden-Rock Creek
    FAS 150 (Logsden-Nashville Rd), FAP No. RS-105(5)
    Lincoln County

    Paving

    Same as No. 1

13. Boardman Safety Rest Area
    I-80N
    Facilities

    Same as No. 4

14. Burnside Bridge-Hawthorne Bridge
    Pacific Highway West (Front Avenue, Portland)
    Multnomah County

    Grading, paving, illumination, signals, landscaping

    Footpath-bicycle facilities will be constructed by the City of Portland along Waterfront Park parallel and adjacent to this project. Therefore, footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "Footpaths and trails are not required to be established. . . where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Empire-Coos Bay Hwy at Woodland Dr (Coos Bay)
   FAP No. M-2680(2)
   Coos County

   Traffic signal

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Hunter Creek Bridge
   FAS Route 08-109, FAP No. RS-08-109(1)
   Curry County

   Structure

   Same as No. 1

6. Umpqua Lighthouse State Park
   BOR Project
   Douglas County

   Sanitary sewer improvement

   Same as No. 4

7. Rogue River (Broadway St)
   City Streets in Rogue River
   Jackson County

   Grading and paving

   Same as No. 1

8. S. 6th St-Hilyard Ave (Klamath Falls)
   Midland Highway
   Klamath County

   Grading, paving, signal revision

   Same as No. 1. 5-foot P.C.C. sidewalk provided on first 800 ft.

9. Thomas Creek and Fox Creek Bridges
   FAP No. RS-19-107(2)
   Lake County

   Grading, surfacing and structures

   Same as No. 1.

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 13, 1976

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 29 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 29 on the following projects:

1. Powder River (Phillips) Bridge
   FAP No. RS-01-109(1)
   Baker County

   Structure

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Campbell St-Auburn St (Baker)
   FAU 4860 (Birch St), FAP No. M-4860(1)
   Baker County

   Paving

   > Same as No. 1.

3. Frazier Creek Bridge
   FAS 205, FAP No. RS-603(1)
   Benton County

   Structure

   > Same as No. 1.

8415

yellow FAS 632

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

July 22, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N.W. Croeni Rd.-N.W. Cornell Rd. Sec.
FAS 632 (N.W. Cornelius Pass Rd.)
Washington County

TO: Willard Scofield
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9083	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade
	02	Mainline (Cont.), Centerline	Profile Grade
	03	Mainline (Cont.), Centerline	Subgrade

Attachment

N.W. Croeni Rd.-N.W. Cornell Rd. Section
Nonparticipating - State Work

Setting Mail Box Posts	8 only	40.00	$ 320.00
Furnish Mail Box Posts	All Required		100.00
State Responsibility for Damages	All Required		200.00
			$ 620.00

Anticipated Items

Permanent Signing	All Required	$ 750.00
Permanent Pavement Striping	All Required	750.00
Stage Construction Striping and Removal	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
		$ 3,000.00
	Subtotal	$276,090.00
	Engineering	37,272.00
	Total	$313,362.00

Length of Project	1.387 Miles
Length of Structure (Exception) . . .	0.047 Mile
Cost of Roadway Per Mile	$225,927.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 13,000.00	$ 10,160.00	$ 1,420.00	$ 1,420.00
Roadway	313,362.00	245,010.00	34,176.00	34,176.00
Total	$326,362.00	$255,170.00	$35,596.00	$ 35,596.00

Group 1 100%

Prefix No.

Contract No.

Prefix No. 534-1915 P.E.

Oregon State Highway Division
Salem, Oregon, June 21, 1976

Federal-Aid Project
No. RS-8(5)

N.W. Croeni Rd.-N.W. Cornell Rd. Section
County FAS Rt. 632 in
Washington County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 13,000.00

Type Code 6204
Grade and Pave (Sta. 221+25 to Sta. 297+00)

Mobilization	All Required		$ 15,500.00
Temporary Protection and Direction of Traffic	All Required		1,700.00
Temporary Signs	405 sq.ft.	6.00	2,430.00
Flagmen	300 hours	15.00	4,500.00
Pilot Car	80 hours	20.00	1,600.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	5,490 cu.yds.	2.25	12,352.50
Trench Excavation	110 cu.yds.	10.00	1,100.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	90 M-gals.	10.00	900.00
1"-0 Aggregate Base	1,850 tons	4.85	8,972.50
Cement Treated Subgrade	12,000 sq.yds.	0.80	9,600.00
Cement for Treated Subgrade	210 tons	65.00	13,650.00
Class "B" or Class "C" Asphalt Concrete Mixture	10,900 tons	11.00	119,900.00
Asphalt Cement in Mixture	710 tons	75.00	53,250.00
Asphalt in Tack Coat	7 tons	180.00	1,260.00
12-inch Culvert Pipe	534 lin.ft.	6.50	3,471.00
18-inch Culvert Pipe	56 lin.ft.	9.00	504.00
Guard Rail, Type 2A	500 lin.ft.	10.00	5,000.00
Guard Rail, Type 3	100 lin.ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	4 only	350.00	1,400.00
Extra for Guard Rail Bridge Connections	4 only	325.00	1,300.00
Rail End Pieces, Type C	4 only	150.00	600.00
Extra for Asphalt Approaches	20 only	250.00	5,000.00
Roadside Seeding and Mulching	2 acres	550.00	1,100.00
			$273,090.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8415

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-147	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1 3 76	State Oregon County Washington Project No. RS-8(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.2 mi. N. of US 26 O'xing, S. 1.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-10-76	1.387
RIGHTS-OF-WAY		
CONSTRUCTION	2-10-76	1.387
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 326,362	$ 255,170

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 6-30-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

N.W. Croeni Rd.-N.W. Cornell Rd. Section
Nonparticipating - State Work

Setting Mail Box Posts	8 only	30.00	$ 240.00
Furnish Mail Box Posts	All Required		100.00
State Responsibility for Damages	All Required		200.00
			$ 540.00

Anticipated Items

Permanent Signing	All Required	$ 750.00
Permanent Pavement Striping	All Required	750.00
Stage Construction Striping and Removal (E.W.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
		$ 3,000.00
	Subtotal	$272,094.20
	Engineering	36,731.80
	Total	$308,826.00

Length of Project - - - - - - - - - - - - 1.387 Miles
Length of Structure (Exception) - - - - 0.047 Mile

Cost of Roadway Per Mile - - - - - - - - $222,657.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 6,000.00	$ 5,144.00	$ 428.00	$ 428.00
Roadway	308,826.00	264,787.00	22,019.00	22,020.00
Total	$314,826.00	$269,931.00	$22,447.00	$ 22,448.00

Group 1	100%
Prefix No.	534-1089
Contract No.	8415
Prefix No.	534-1915 P.E.

G - file

Oregon State Highway Division
Salem, Oregon, September 8, 1976

Federal-Aid Project
No. RS-8(5)

N.W. Croeni Rd.-N.W. Cornell Rd. Section
County FAS Rt. 632 in Washington County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code 6204
Grade and Pave (Sta. 221+25 to Sta. 297+00)

Mobilization	All	Required		$ 23,500.00
Temporary Protection and Direction of Traffic	All	Required		4,250.00
Temporary Signs	405	sq.ft.	7.30	2,956.50
Flagmen	300	hour	16.50	4,950.00
Pilot Car	80	hour	21.50	1,720.00
Clearing and Grubbing	All	Required		8,000.00
Removal of Structures and Obstructions	All	Required		430.00
General Excavation	5,490	cu.yd.	2.80	15,372.00
Trench Excavation	110	cu.yd.	10.00	1,100.00
Finishing Roadbed and Slopes	All	Required		3,600.00
Watering	90	M-gal.	15.00	1,350.00
1"-0 Aggregate Base	1,850	ton	5.85	10,822.50
Cement Treated Subgrade	12,000	sq.yd.	0.85	10,200.00
Cement for Treated Subgrade	210	ton	55.00	11,550.00
Class "B" or Class "C" Asphalt Concrete Mixture	10,900	ton	10.00	109,000.00
Asphalt Cement in Mixture	710	ton	60.00	42,600.00
Asphalt in Tack Coat	7	ton	200.00	1,400.00
12-inch Culvert Pipe	534	lin.ft.	4.80	2,563.20
18-inch Culvert Pipe	56	lin.ft.	20.00	1,120.00
Guard Rail, Type 2A	500	lin.ft.	7.90	3,950.00
Guard Rail, Type 3	100	lin.ft.	16.00	1,600.00
Guard Rail Anchors, Type 1	4	only	300.00	1,200.00
Extra for Guard Rail Bridge Connections	4	only	315.00	1,260.00
Rail End Pieces, Type C	4	only	100.00	400.00
Extra for Asphalt Approaches	20	only	150.00	3,000.00
Roadside Seeding and Mulching	2	acre	600.00	1,200.00
				$269,094.20

8.4.15 STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-90 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number RS-8(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **February 10, 1976**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 326,362.00	$ 314,826.00
Federal funds	$ 255,170.00	$ 269,931.00
Other revisions		

This modification is made for the following reasons:

To reflect unit bidding prices and change in pro-rata.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of September, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R L Schroeder

Asst ~~Deputy~~ State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 898-313

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207906**

DATE 9/27/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5%

Dated 9/27/76 Due 10/29/76

Interest At Maturity
Cert # 00 265198 @ 200M; N/O Cascade Construction Co., Inc.

CUSIP

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

E. Johnson

NOT NEGOTIABLE

13-2489 4/75 ENV. 31-328 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 29 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 30 1976
HIGHWAY ACCOUNTING

8415

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

8415

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -8(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-78

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO [illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-10-76	10-11-76	Secondary 632	County Road

GENERAL LOCATION:
"N.W. Croeni Rd. - N.W. Cornell Rd."

GENERAL DESCRIPTION OF WORK:
Furnish and install permanent signs and relocation of existing signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-76 and based on the data submitted, you are authorized to proceed with the use of Washington County Forces as being in the public interest, under State Force Order No. 3 in the amount of $1,120 - Federal Funds $876.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-20-76		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-886

State Printing

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173 116

DATE 10/29/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$200,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 5% Dated 10/29/76 Due 11/30/76 CUSIP Interest at Maturity Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

.8415

45

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	-

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

5415

RS 8(5)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Washington

ITEM NO.: RS-78

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 15'76
REFER TO Quilici
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: 2-10-76

DATE AUTHORIZATION EFFECTIVE: 10-27-76

FEDERAL ROUTE NUMBER: Secondary 632

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"N.W. Croeni Rd. - N.W. Cornell Rd"

GENERAL DESCRIPTION OF WORK:

Revised Force Order #1

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of county forces as being in the public interest, under revised State Force Order No. 1 in the amount of $1,250 - Federal Funds $1,070.

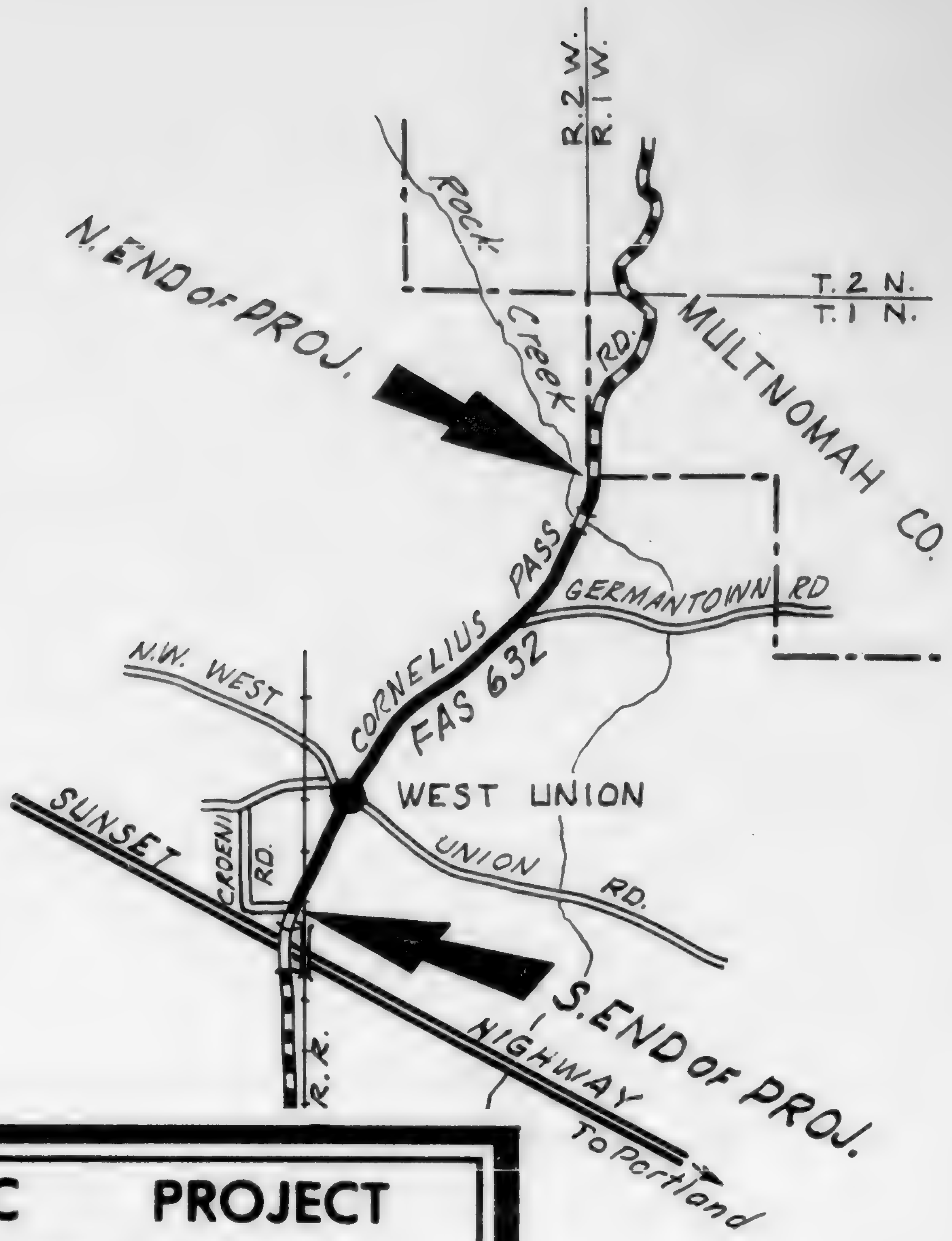
DATE: 11-9-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-998


R.2W.
R.1W.
T.2N.
T.1N.
Rock Creek RD.
N. END OF PROJ.
MULTNOMAH CO.
CORNELIUS PASS
FAS 632
GERMANTOWN RD
N.W. WEST
WEST UNION
UNION RD.
CROENI RD.
SUNSET HIGHWAY
S. END OF PROJ.
R.R.
To Portland

FAS-C PROJECT CANCELLATION

CROENI RD. - CO. LINE SECT.

CORNELIUS PASS RD. FAS ROUTE 632

Washington County

WASHINGTON COUNTY
FAS-C Project Cancellation

Croeni Road-County Line Section
Cornelius Pass Road, FAS 632
Grade, drain, base, pave and widen structure
2.6 miles
$560,000

This project was approved by the Transportation Commission on November 25, 1975. The project is ineligible for Federal Aid Secondary funding due to the change in classification of the roadway and removal from the FAS system.

County has requested cancellation of the project so these funds may be used for other projects.

76-h
11/10/76

8415

DATE: November 15, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Request and Project Cancellation

On the Consent Calendar for the November 23 meeting will be a request for approval of a Federal Aid Secondary project and a request to cancel a previously approved Federal Aid Secondary project.

Josephine County is requesting a $528,000 project to replace a deficient bridge spanning the Applegate River on Fish Hatchery Road.

The request for cancellation is from Washington County and is for cancellation of a previously approved project on Cornelius Pass Road from Croeni Road northerly to the Multnomah County line.

Federal Aid Secondary funds for the proposed project are estimated at $454,080 with the State providing approximately $36,960 in match funds and an equal amount being contributed by Josephine County. This project has been investigated and is eligible for funding under the Federal Aid Secondary program. Your approval is recommended.

Att.

GEZ:dp ia
bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
~~R. L. Schroeder~~
R. N. Bothman
W. J. Hart, Region 1
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$150,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5.000% Dated 11/30/76 Due 12/30/76 Interest At Maturity Cert # -00 277489 @ 150M "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division" N/O Cascade Construction Co., Inc. CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

ca
Enc

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

8415

1

1859

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500% Dated 12/13/76 Due 1/31/77 Interest At Maturity CUSIP Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2480 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

8415

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

NOTED
C. W. HEAD

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	

REMARKS

Semi-final submitted to Region Office January 13, 1977.

*** Last Report***

cc: Construction
    FHWA
    Region
    File

SIGNED ______ LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8-15 1

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NW Croeni Rd-
NW Cornell Rd

WEEK ENDING: 1/15/77

SECTION PREFIX: 534-1039

HIGHWAY: FAS 632 (NW Cornelius Pass Rd)

COUNTY: Washington

NAME OF JOB: NW Croeni Rd-NW Cornell Rd

KIND OF WORK: Grade, Pave, Signing

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: 9415

FEDERAL AID PROJECT NUMBER: RS-8(5)

DATE OF CONTRACT: 8/16/76

DATE WORK STARTED: 9/8/76

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200 CWD

CALENDAR DAYS USED: 94 CWD

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 47

PROJECT AUTHORIZATION: $ 209,439.82

EXCLUSIVE OF ENGINEERING: $ 184,902.74

ENGINEERING AUTHORIZATION: $ 24,537.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 175,539.30

ENGINEERING COST TO DATE: $ 27,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.3 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: NOv. 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cement Treat	Cl. B or C
100	100	100	100			100	100

	GRADING	Aggr. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.43	1.43		1.2	1.43
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.43	1.43		1.2	1.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,490	1,850		12,000	10,900
TOTAL QUANTITIES CORRECTED TO DATE	5,602	1,602		14,156	10,733
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,602	1,602		14,156	10,733
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	9	Clear	0		
MONDAY	10	Freezing Rain	0		
TUESDAY	11	Showers	0		
WEDNESDAY	12	Showers	0		
THURSDAY	13	Cloudy	0		
FRIDAY	14	Cloudy	0		
SATURDAY	~~14~~ 15		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 17 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

8415

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 1, 1977

Cascade Construction
P.O. Box 4267
Portland, OR 97208

Attention: John Morris
Vice-President

Re: Contract 8415

Retainage requirements on this contract have been reduced to $2,000. You presently have $14,000 deposited in lieu of retainage on this project. $ 12,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Main Office--Portland, OR

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

By
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Main Office--Portland, OR

Please transfer to Unallocated.
Jon.

RECEIVED
FEB 4 1977
HIGHWAY ACCOUNTING

84.15

1859

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1977

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8415

Per your memo received February 8, 1977 the $12,000 excess securities on this project is being transferred to "Unallocated".

Security changes:

Contract	Prior Total	This Transaction	New Total
8415	$14,000	($12,000)	$ 2,000
Unallocated	69,000	12,000	81,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Portland

bc: C.W. Head (Att.)
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8415

1

February 25, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On February 18, 1977, we wrote to you concerning release of final payment on Contract No. 8415 awarded to Cascade Construction Company, Inc., for work on the N. W. Croeni Road-N.W. Cornell Road Section of FAS 632 in Washington County.

Final payment on this contract is $38.79 and the total contract amount is $263,191.30. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, OR 97205

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

8415

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8415

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris,
Vice President

Re: Contracts 8376 and 8415 and 8303

These contracts have been finalled. This releases the $1,000 deposited in lieu of retainage on contract 8376 and the $2,000 deposited for contract 8415. These amounts may be released or transferred to other projects.

Please notify this office as to the disposition of the deposits.

Contract 8303 has also been finalled. This releases the $1,000 deposited in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8415

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

NOTED
C.W. HEAD

8415

8

8415

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-8(5)	2. COUNTY Washington	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved roadbed grading, cement treated subgrade, aggregate base and asphalt concrete pavement. Work was performed on FAS 632 (N.W. Cornelius Pass Road) on the "N.W. Croeni Road-N.W. Cornell Road Section" approximately 9 miles northwest of Portland.

5. CONTRACTOR'S NAME Cascade Construction Company, Inc.	6. CONTRACT AMOUNT $ 269,334.20

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

9-12-77

SIGNATURE (SHD Official)

TITLE Construction Engr.

RECEIVED
ENGR
[illegible]
REFER TO

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

SEP 9 1977

Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 24 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6204	1.[illegible]	[illegible]	—	—

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY [illegible]	11. DATE OF INSPECTION [illegible]

12. IN COMPANY WITH [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [illegible]		16. SIGNATURE E. J. Valach, Valach	
14. TITLE [illegible]	15. DATE [illegible]	17. TITLE District Engr.	18. DATE 9-2[illegible]-77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

C & A 5577 2-25-76
C & H 5574 2-25-76

8415 N.W. Croeni Rd.-N.W. Cornell 1976
Rd. Sec. (N.W. Cornelius Pass Rd)
(Grading & paving)

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

8. Potential Consistency of Proposal with (complete when applicable):
   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None; Existing public park and residential use.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

thereafter as practical. If this is not possible, then the spring of 1976 would be the next most logical time. The city has just recently extended the sewer and water main on DeHaven Street. Also, the electric line poles are adequately set back. Therefore no utility relocations or problems are anticipated.

We would expect to close the project off to through traffic during construction, providing access only to residents along the job. Access to the park is available through the north parking lot, from S.W. 2nd Avenue. We may also wish to 'open' the project up on weekends for general public access.

As to the noise level of this construction project and its impact on the surrounding area, we do not expect any problem. Our experience indicates that a straightforward street construction project will not generate noise levels which are intolerable or objectionable.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None; existing right-of-way to be used.

Consequences:

2. Estimated Changes in Traffic Patterns:

None; improvement of access and traffic circulation for public welfare and convenience.

Consequences:

F. STATUS OF PROJECT DEVELOPMENT N/A

OSHD

Status Date

☐ Survey Authorization____________

☐ Reconnaissance____________

☐ Field Location____________

☐ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) This project would traverse through a predominately residential neighborhood. However, the major city park (Yantis Park) abuts DeHaven Street on the westerly side for the entire length of this proposed construction. The park area is fully landscaped and developed for recreational and family use. We do not expect to destroy any major plants, such as trees, as a result of this project.

The topography is generally flat with drainage going to the north. There is a rather steep hill, rising up from the west side of the city park. There is also a water course, (an irrigation channel) which parallels S.W. 6th Avenue and then crosses under DeHaven to flow through the park.

The intermediate and high schools are in the near proximity of this project, however no adverse affect is anticipated, due to the relatively short period of time required for a construction project such as this.

We would like construction to start in September of 1975 or as soon

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

There are no location alternatives since the public park is in a fixed locale with the existing street rights-of-way providing access to it.

No substantive alternatives to the street construction design can be seen from an engineering or environmental standpoint.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Hearings will be scheduled upon pre-notification of approval of this project.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type________ Tentative Date(s)________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted________ Date Received________

Expected Coordination with Local, State and Federal Agencies full design review with Oregon State Highway Division.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Expect to involve local property owners and residents who would have an interest in this project.

Description of Project (co

Right-of-Way (acreage and type of land use) Existing 60' right-of-way on DeHaven Street (900' long) and 50' right-of-way on S.W. 6th (640' long).

Typical Section 40' wide curb to curb on DeHaven and 36' wide curb to curb on S.W. 6th Avenue.

Bikeway 5' sidewalk proposed along the Park side of DeHaven Street.

Structures None.

Additional Facilities

Access Control Driveway entrances controlled by city ordinance; no off-street access to park.

Materials AC street surface; crushed rock base, PCC for curb and gutter and sidewalk.

Borrow and Waste Disposal

Special Construction Methods None.

Characteristics (ADT) It is estimated that the ADT is 900 cars per day, with peak usage as high as 6,000 cars per day during major community events.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUN 24 1975 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 9, 1975

A. PROJECT IDENTIFICATION

Name of Project DeHaven & S.W. 6th Avenue Street Construction
(Section)

Location of Project - DeHaven & SW 6th Ave. (Highway Name) City of Milton-Freewater (Highway No., US - ORE)

Milton-Freewater (City) Umatilla (County) (Region)

Program Off-System Roads (Funding) $68,86~~5~~0 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen, construct a traveled surface and other-wise improve the public access over the connecting Collector streets known as DeHaven and SW 6th. This project abuts and provides the primary access to the main community park and recreational facilities in this community.

Origin and History: These are existing substandard streets. The surface on DeHaven Street was installed as an experimental oil-mat type of construction, and is totally inadequate for the type and volume of traffic on this street.

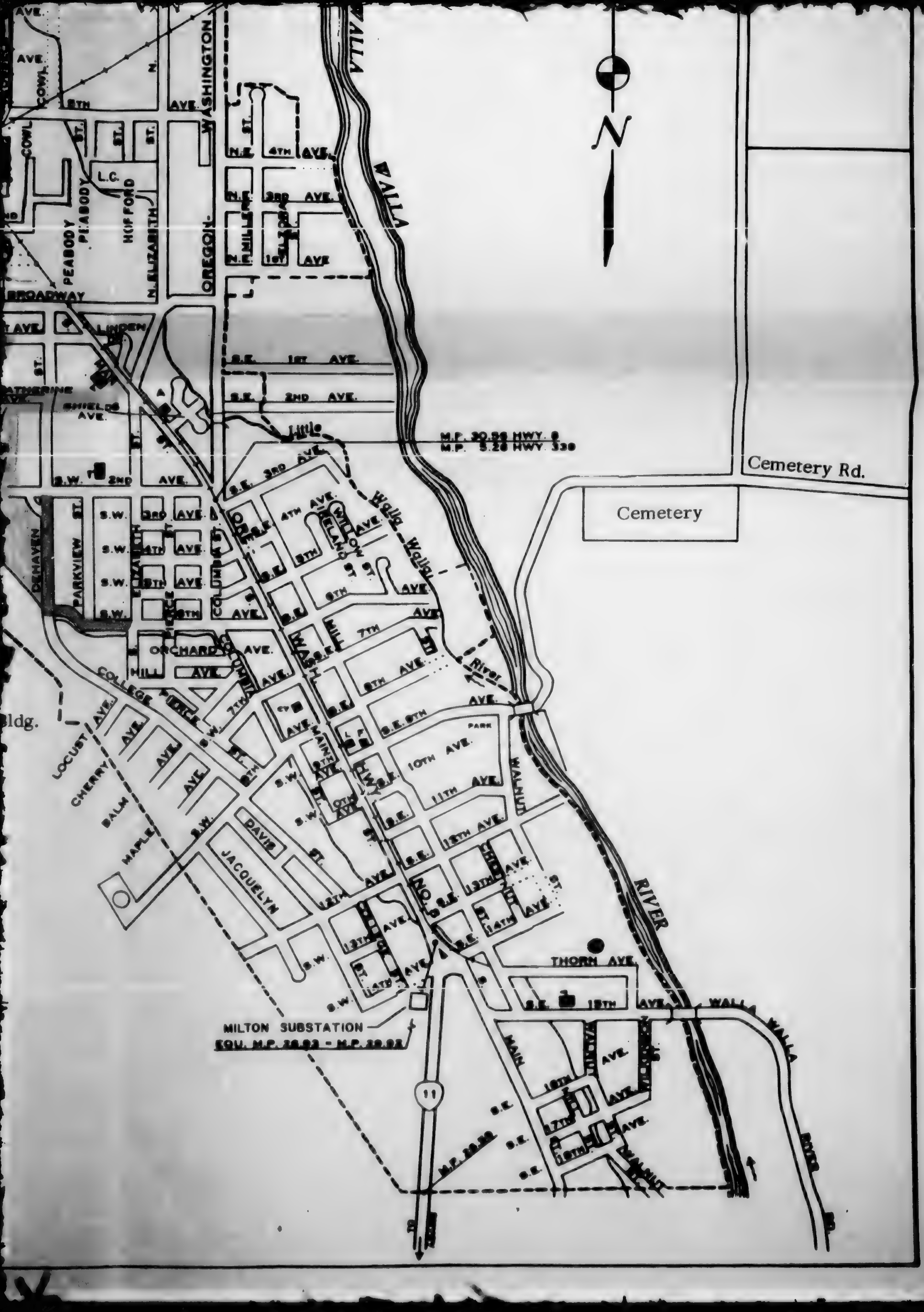
C. DESCRIPTION OF PROJECT (PROSPECTUS)

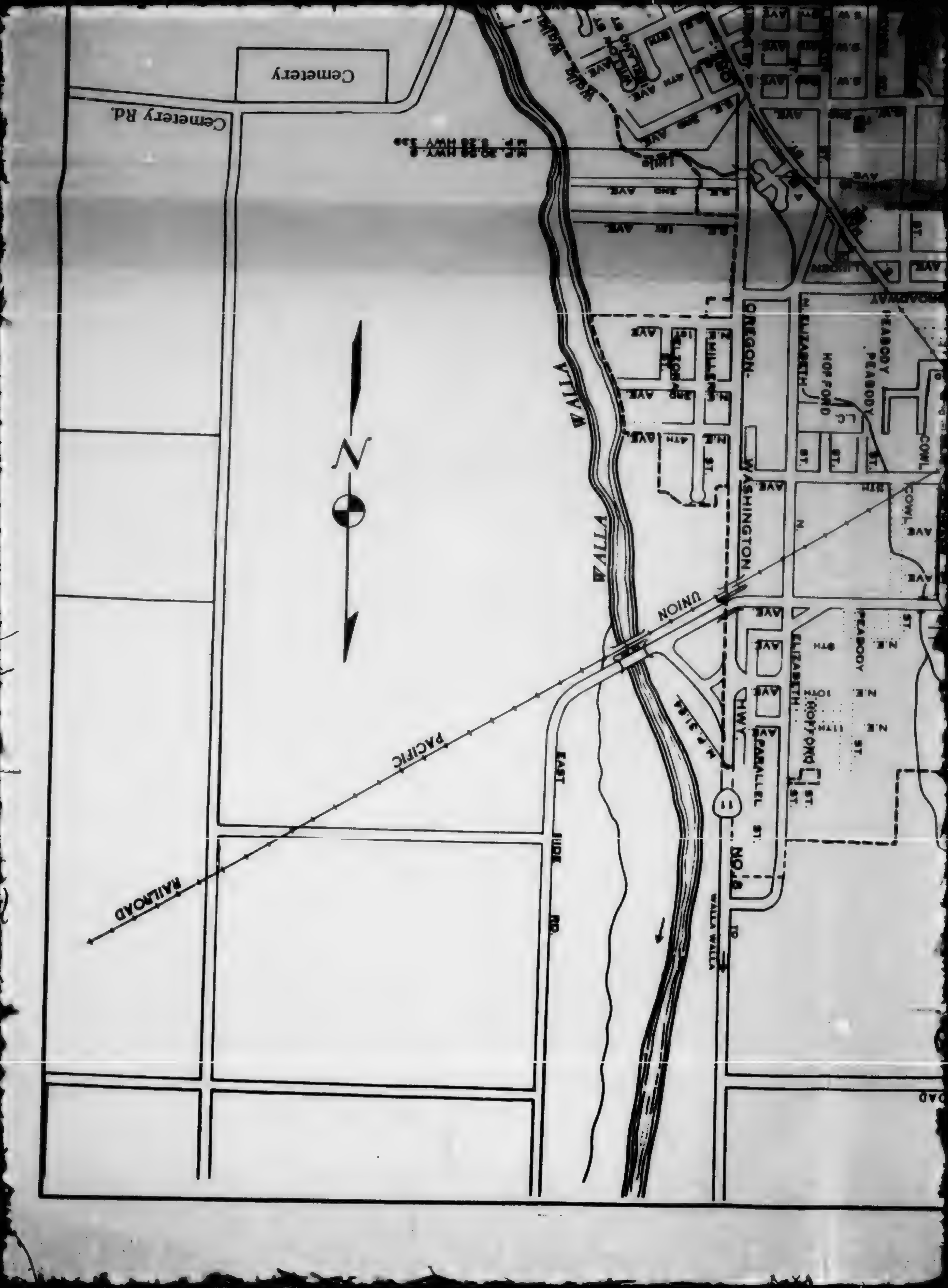
Length 900' of 40' wide street and 640' of 36' street

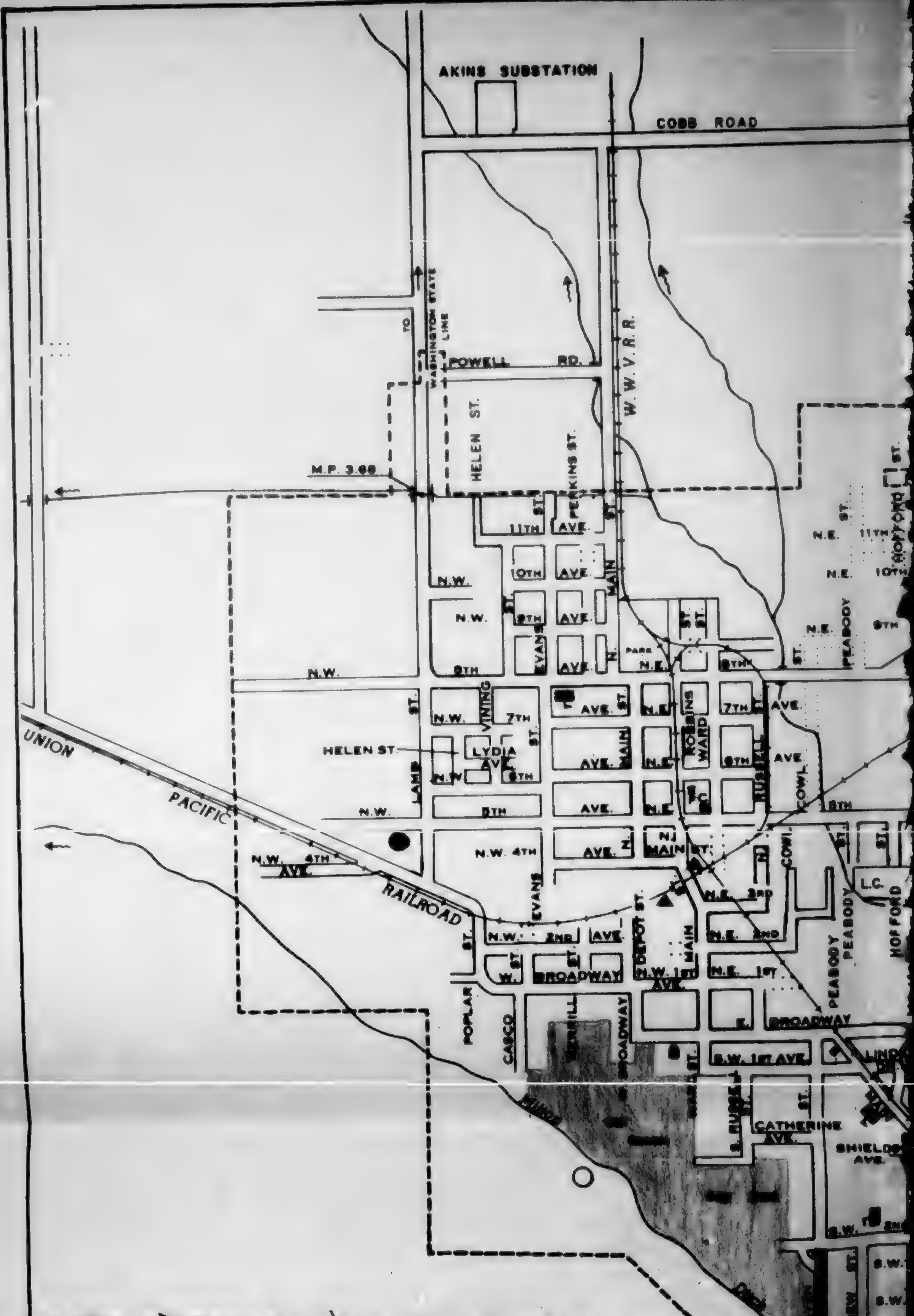
Termini Intersection of DeHaven and S.W. 2nd Avenue and intersection of S.W. 6th and Elizabeth Street.

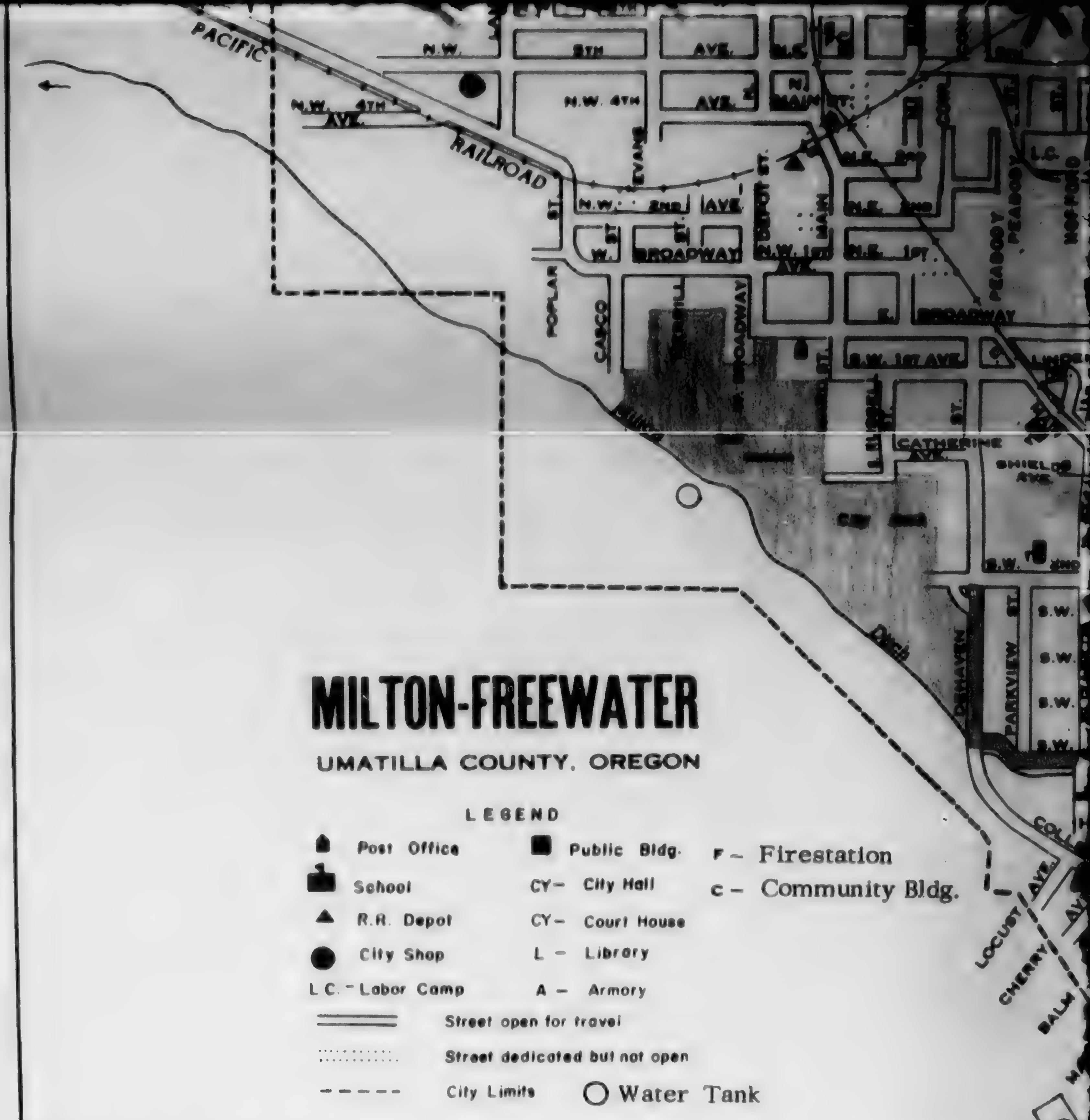
Alignment (new or existing) Will be in the existing right-of-way and follow existing basic alignment.

Form (2)9-74


N
Cemetery Rd.
Cemetery
WALLA WALLA RIVER
Walla Walla River
Little
M.P. 30.96 HWY. 8
M.P. 5.28 HWY. 330
MILTON SUBSTATION
EQU. M.P. 28.93 - M.P. 28.93
11
THORN AVE.
S.E. 15TH AVE.
WALLA WALLA
MAIN
WALNUT
PARK
S.E. 9TH
10TH AVE.
11TH AVE.
12TH AVE.
13TH
14TH
S.E. 16TH
S.E. 17TH
S.E. 18TH
HWY. NO. 11
MAIN ST.
WASH.
MILL
S.E. 8TH
7TH
6TH
5TH
4TH AVE.
WILLOW ST.
WELAND ST.
S.E. 3RD AVE.
S.E. 2ND AVE.
S.E. 1ST AVE.
N.E. 1ST AVE
N.E. 3RD AVE.
N.E. 4TH AVE.
N.E. MILLER
WASHINGTON
OREGON
N. ELIZABETH
HOFFORD
L.C.
PEABODY
PEABODY PL.
COWL
BROADWAY
LINDEN
CATHERINE
SHIELDS AVE.
S.W. 2ND AVE.
S.W. 3RD AVE.
S.W. 4TH AVE.
S.W. 5TH AVE.
S.W. 6TH AVE.
COLUMBIA ST.
ELIZABETH
PIERCE
PARKVIEW ST.
DEHAVEN
ORCHARD AVE.
HILL AVE.
COLLEGE
S.W. 7TH
S.W. 8TH
S.W. 9TH
S.W. 10TH
S.W. 12TH
S.W. 13TH
S.W. 14TH
S.W. 15TH
LOCUST AVE.
CHERRY AVE.
BALM AVE.
MAPLE AVE.
DAVIS
JACQUELYN
Bldg.


Cemetery
Cemetery Rd.
N
WALLA
WALLA
UNION
PACIFIC
RAILROAD
EAST
SIDE
RD.
WASHINGTON
OREGON
N. ELIZABETH
ELIZABETH
HOFFORD
PEABODY
COWL
BROADWAY
L.C.
N.E. 1ST AVE
N.E. 3RD AVE
N.E. 4TH AVE
N.E. 8TH
N.E. 10TH
N.E. 11TH ST.
PARALLEL ST.
HWY. NO. 11
11
WALLA WALLA
M.P. 31.54


AKINS SUBSTATION
COBB ROAD
WASHINGTON STATE LINE
TO
POWELL RD.
HELEN ST.
PERKINS ST.
W. W. V. R.R.
M.P. 3.68
ST.
11TH AVE.
N.E. 11TH
N.E. 10TH
HOFFORD ST.
N.W.
10TH AVE.
N.W.
9TH AVE.
EVANS
MAIN
PARK
ST.
N.E.
PEABODY
9TH
N.W.
9TH
AVE.
8TH
ST.
N.W.
7TH
VINING
ST.
AVE.
N.E.
ROBBINS
7TH
AVE.
WARD
RUSSELL
HELEN ST.
LYDIA AVE.
LAMB ST.
N.W.
6TH
AVE.
MAIN
N.E.
6TH
AVE.
COWL
UNION
PACIFIC
RAILROAD
N.W.
5TH
AVE.
N.E.
5TH
N.W. 4TH
AVE.
N.
N.W. 4TH AVE.
N.
MAIN ST.
COWL
N.
ST.
ST.
EVANS
DEPOT ST.
N.E. 3RD
L.C.
PEABODY
HOFFORD
ST.
N.W.
2ND
AVE.
MAIN
N.E. 2ND
W.
ST.
ST.
BROADWAY
N.W. 1ST AVE.
N.E. 1ST
POPLAR
CASCO
MERRILL
BROADWAY
E.
BROADWAY
S.W. 1ST AVE.
ST.
RUSSELL ST.
S. RUSSELL
ST.
CATHERINE AVE.
SHIELDS AVE.
LIND
S.W.
VIEW ST.
S.W.
VIEW
S.W.


PACIFIC
RAILROAD
N.W. 5TH AVE.
N.W. 4TH AVE.
N. MAIN
EVANS
DEPOT ST.
N.W. 2ND AVE.
N.E. 2ND
W. BROADWAY
N.W. 1ST AVE.
N.E. 1ST
E. BROADWAY
POPLAR
CASCO
BROADWAY
MAIN
PEABODY
S.W. 1ST AVE.
CATHERINE AVE.
SHIELDS AVE.
S.W. 2ND
L.C.
DEHAVEN
PARKVIEW ST.
S.W.
LOCUST AVE.
CHERRY
BALM

MILTON-FREEWATER

UMATILLA COUNTY, OREGON

LEGEND

⌂ Post Office	■ Public Bldg.	F – Firestation
School	CY – City Hall	c – Community Bldg.
▲ R.R. Depot	CY – Court House	
● City Shop	L – Library	
L.C. – Labor Camp	A – Armory	

═══ Street open for travel

········ Street dedicated but not open

- - - - - City Limits ○ Water Tank

Scale in Feet

MARCH 1975

POPULATION 4,283

RECEIVED
COUNTY & CITY SECTION
[illegible] 8 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Off System Project

■ – PROPOSED STREET IMPROVEMENT

Off System
Milton Freewater

OREGON STATE
HIGHWAY DIVISION

Region 5

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 25, 1975

Mr. Steve Loveland
City Manager
City Hall
Milton-Freewater, Oregon 97862

Dear Mr. Loveland:

RE: Project Environmental Assessment, Off-System, DeHaven & S.W. 6th Ave.
Section 219, U. S. Code Title 23

I am returning your project environmental assessment because two very important items have not been addressed.

1. Page 4, Item G, Environmental Setting. A brief statement describing the features is requested.
2. Page 5, Item G, con't. The following information is requested:
   a. Description of urban setting (business, residential, mixed, etc.)
   b. When would construction take place?
   c. Will noise from construction activities create problems for schools, parks, hospitals, business, etc.?
   d. How will traffic be handled during construction? Detour, stage construction?
   e. Are any utilities affected by the project? Will they have to be adjusted?

Also, I am returning your project request and sketch map in the event some environmental assessment dictates a change in the request.

Do not hesitate to contact me or Jim Kennedy should you have any question.

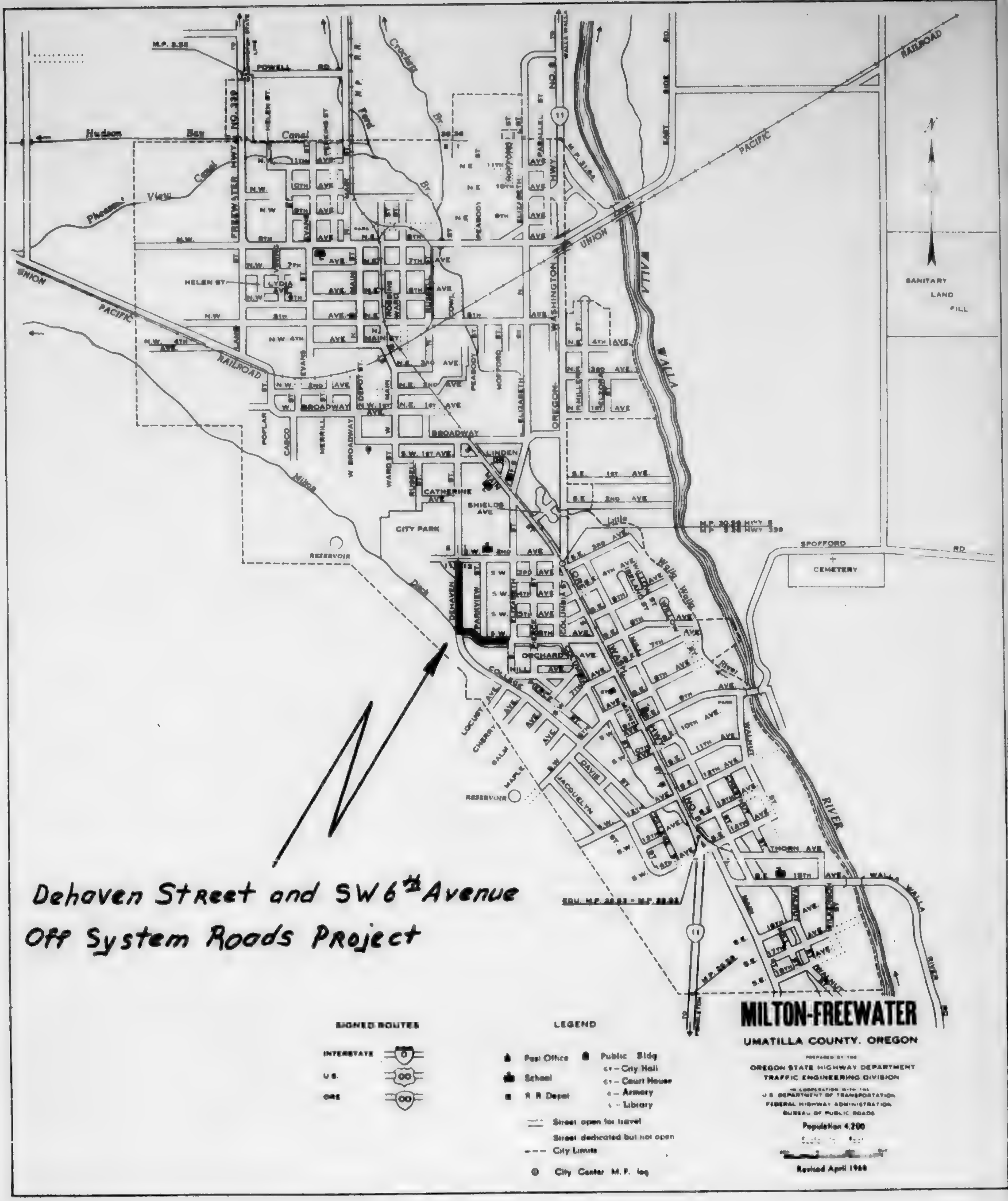
RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☑ ENGR. ☐ COOR. ☑ GE ☒ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Sincerely,

W. E. Schwartz
Regional Engineer

RC Lang
By R. C. Lang
Regional Federal Aid Engineer

RCL:sh
enclosures
cc Don Harwell


MILTON-FREEWATER
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Revised April 1968
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
CT – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. tag
N
UNION PACIFIC RAILROAD
WALLA WALLA RIVER
Hudson Bay Canal
Pleasant View Canal
Milton Ditch
Little Walla Walla
FREEWATER HWY NO. 339
WASHINGTON
OREGON
HWY NO. 8
POWELL RD
SPOFFORD RD
EAST SIDE RD
BROADWAY
CITY PARK
CEMETERY
SANITARY LAND FILL
RESERVOIR
DEHAVEN
FAIRVIEW
CATHERINE AVE
SHIELDS AVE
LINDEN
ORCHARD AVE
COLLEGE
JACQUELYN
DAVIS
THORN AVE
M.P. 30.58 HWY 8
EQU. M.P. 28.03 – M.P. 28.03
TO WALLA WALLA
TO PENDLETON

Dehaven Street and SW 6th Avenue
Off System Roads Project

CITY OF MILTON-FREEWATER
Proposed OSR Project

Project No. OS-3001(1)
Dehaven St. from S. W. 6th Ave to S. W. 2nd Ave. and
S. W. 6th Ave from S. Elizabeth St. to Dehaven St.
Grade, Drain, Base, Curb and Pave
$70,000

Grade, drain, base and pave the above sections 40 feet between curbs. Paving is to be asphaltic concrete. Streets are to have two 12-foot travel lanes and 8-foot shoulders. Engineering and plans are to be done by a consulting firm. No additional right-of-way is required. Utilities are involved.

75-a
7/17/75

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800 of~~ which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316~~
683,056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc:	
C. W. Head	George M. Baldwin
E. S. Hunter	R. L. Schroeder
H. S. Coulter	V. E. Skoog
L. W. Rulien	Jack Graham
Gary Sund	

HR:scr srb

NOTED
C. W. HEAD

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit ~~CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.~~

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit ~~CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.~~

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

NAL SIGNED BY
KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 3 0 1975
4

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is $~~193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

OS milt free

~~Form E-39~~ (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Elizabeth St.-2nd Avenue (Milton Freewater)
Date August 25, 1975

Highway City Streets - 6th Ave. & Dehaven Street
Authorization No. 1

County Umatilla, Region 5
Survey Prefix 330-1916 (Assigned by Salem office)

Description of termini, route, length, etc.: From the intersection of S. Elizabeth Street westerly along S.W. 6th Avenue to Dehaven Street, thence north to the intersection of S.W. 2nd Avenue.

Project No. OS-3001(1)

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey:

Monitor P.E. Work by Consultant	901	$ 500.00
Final Design and Review	905	200.00
Environmental Assessment and Review	923	200.00
Prepare Plans and Specifications	921	500.00
		$1400.00

Estimate of cost:

OS-3001 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,400
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
R. C. Lang
Field Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

[illegible] 11-10-75

8414

October 6, 1975

City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention: R. L. Tomlinson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5461

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an off-system project on DeHaven Street and S. W. 6th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Form FHWA 121 (Rev. 5-73)

8414

15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 10, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project OS-3001(-)
DeHaven and SW 6TH Ave Street
Milton Freewater, Oregon
Environmental Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention Mr. [illegible] Bulien

The subject project assessment submitted with Mr. Bulien's October 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Baux)
OSHD (Reg 5, Kennedy)
1041DA.5

RECEIVED
STATE HWY. ENGR.
OCT 1 '75
Bulien

cy - Schroeder
10-16-75

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY & CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

OCT 16 1975

BEN GIFFORD

Route Data: This is a public street in the city of Milton-Freewater.

Public Hearing: Will be offered.

Environmental Assissment: Required.

Park and Recreation Area Affected: Access to the park will have to be from SW 2nd Avenue during construction.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: Will be secured at proper time.

Clearinghouse Approved:

Council of Governments:

U.S. Army:

Approved by D.O.T.: 8/27/74.

ADT: 900 present.

HR:mm

Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM
October 10, 1975

FROM: Robert H. Prange
Rural Engineer
County-City Unit

Robert H. Prange

SUBJECT: OSR Program Request
Project No. OS-3001(1)

TO:
D. E. Swan
Federal Aid Engineer
Project Management Section

City: Milton-Freewater

Section: SW 6th Avenue to SW 2nd Avenue on Dehaven Street; S. Elizabeth Street to Dehaven Street on SW 6th Avenue.

Termini: Within the city limits of Milton-Freewater.

Proposed Work: All phases of PE and construct roadway.

Project Length: Approximately 1540 feet.

4250
1350
600

[illegible]

Costs:	Total	Federal	County
PE, Consultant	$ 4,500	$ 3,510	$ 990
PE, State	1,400	1,092	308
Construction	64,100	49,998	14,102

Existing Facilities: Existing streets are 22-foot oil mat with gravel shoulders, no curbs.

Adjacent Sections:
North End - SW 2nd Avenue
South End - S. Elizabeth Street

Project Data: All phases of PE.
Also grade, base, pave and curb approximately 1540 feet of streets. Pave full 40-foot width between curbs with AC. Also construct a sidewalk 5 feet wide and 900 feet long on the park side of Dehaven Street; provide for an irrigation facility.

Engineering is by a consulting firm (Jim Dwyer, Walla Walla).

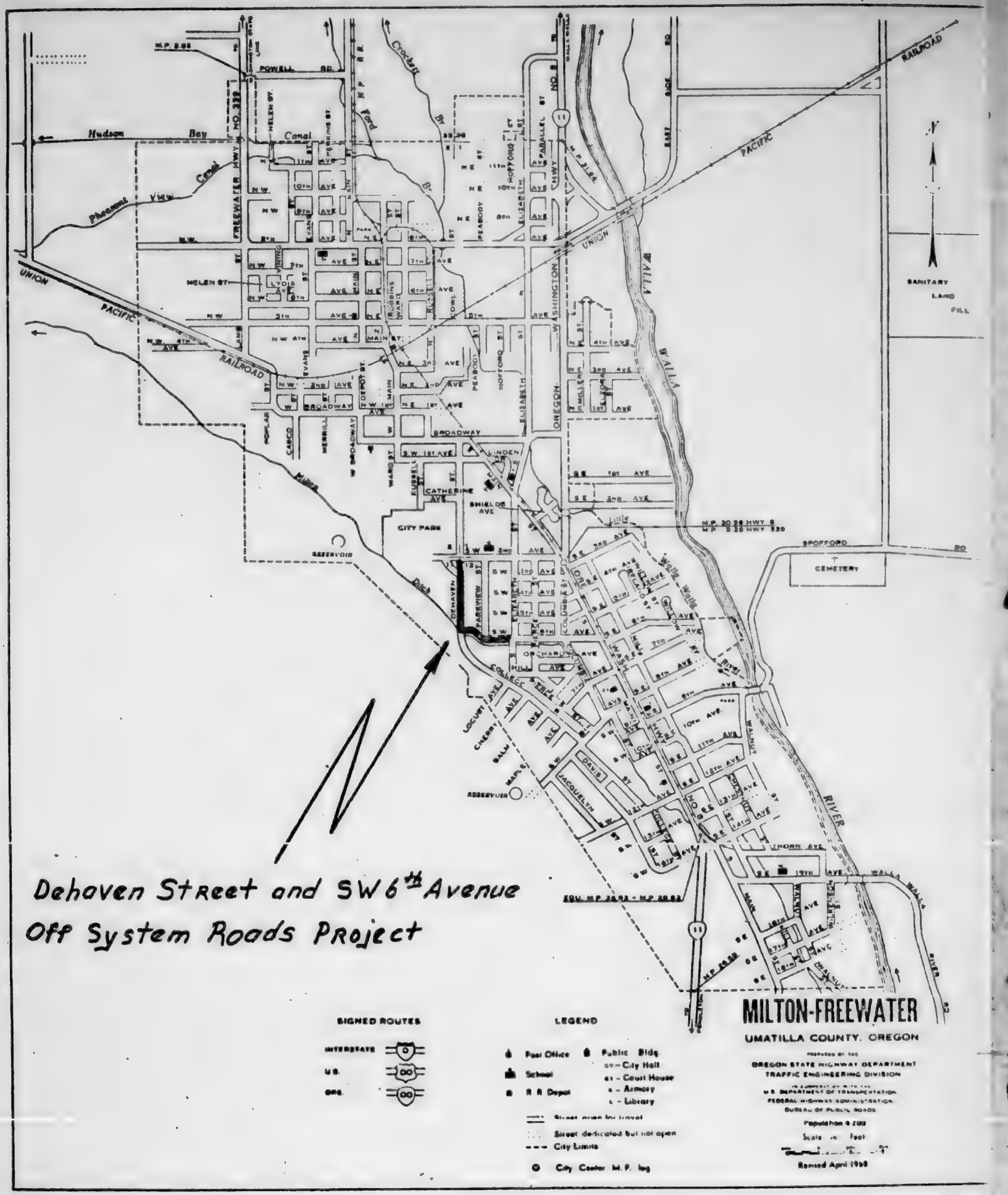
Right-of-way: Minimum 50 feet.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: None.


MILTON-FREEWATER
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Scale in Feet
Revised April 1968
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. tag
DEHAVEN
PARKVIEW
CITY PARK
RESERVOIR
WALLA WALLA RIVER
UNION PACIFIC RAILROAD
Hudson Bay Canal
SANITARY LAND FILL
CEMETERY
SPOFFORD RD
BROADWAY
N

Dehaven Street and SW 6th Avenue
Off System Roads Project

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None; Existing public park and residential use.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The intermediate and high schools are in the near proximity of this project, however no adverse affect is anticipated, due to the relatively short period of time required for a construction project such as this.

We would like construction to start in September of 1975 or as soon thereafter as practical. If this is not possible, then the spring of 1976 would be the next most logical time. The city has just recently extended the sewer and water main on DeHaven Street. Also, the electric line poles are adequately set back. Therefore no utility relocations or problems are anticipated.

We would expect to close the project off to through traffic during construction, providing access only to residents along the job. Access to the park is available through the north parking lot, from SW 2nd Avenue. We may also wish to 'open' the project up on weekends for general public access.

As to the noise level of this construction project and its impact on the surrounding area, we do not expect any problem. Our experience indicates that a straightforward street construction project will not generate noise levels which are intolerable or objectionable.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None; existing right-of-way to be used.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None; improvement of access and traffic circulation for public welfare and convenience.

   Consequences:

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization____________

☐ Reconnaissance____________

☐ Field Location____________

☐ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

This project would traverse through a predominately residential neighborhood. However, the major city park (Yantis Park) abuts DeHaven Street on the westerly side for the entire length of this proposed construction. The park area is fully landscaped and developed for recreational and family use. We do not expect to destroy any major plants, such as trees, as a result of this project.

The topography is generally flat with drainage going to the north. There is a rather steep hill, rising up from the west side of the city park. There is also a water course, (an irrigation channel) which parallels SW 6th Avenue and then crosses under DeHaven to flow through the park.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

There are no location alternatives since the public park is in a fixed locale with the existing street rights-of-way providing access to it.

No substantive alternatives to the street construction design can be seen from an engineering or environmental standpoint.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Hearings will be scheduled upon pre-notification of approval of this project.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type____________ Tentative Date(s)____________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted____________ Date Received____________

Expected Coordination with Local, State and Federal Agencies Full design review with Oregon State Highway Division.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Expect to involve local property owners and residents who would have an interest in this project.

Description of Project (cont)

Right-of-Way (acreage and type of land use) Existing 60' right-of-way on DeHaven Street (900' long) and 50' right-of-way on SW 6th (640' long).

Typical Section 40' wide curb to curb on DeHaven and 36' wide curb to curb on SW 6th Avenue.

Bikeway 5' sidewalk proposed along the Park side of DeHaven Street.

Structures None

Additional Facilities

Access Control Driveway entrances controlled by city ordinance; no off-street access to park.

Materials AC street surface; crushed rock base, PCC for curb and gutter and sidewalk.

Borrow and Waste Disposal

Special Construction Methods None

Characteristics (ADT) It is estimated that the ADT is 900 cars per day, with peak usage as high as 6,000 cars per day during major community events.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 29, 1975

A. PROJECT IDENTIFICATION

05-3001 (-)

Name of Project DeHaven & S.W. 6th Avenue Street Construction (Section)

Location of Project - DeHaven & SW 6th Ave. (Highway Name) City of Milton-Freewater (Highway No., US - ORE)

Milton-Freewater (City) Umatilla (County) V (Region)

Program Off-System Roads (Funding) $68,860 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen, construct a traveled surface and other-wise improve the public access over the connecting Collector streets known as DeHaven and SW 6th. This project abuts and provides the primary access to the main community park and recreational facilities in this community.

Origin and History: These are existing substandard streets. The surface on DeHaven Street was installed as an experimental oil-mat type of construction, and is totally inadequate for the type and volume of traffic on this street.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 900' of 40' wide street and 640' of 36' street

Termini Intersection of DeHaven and SW 2nd Avenue and intersection of SW 6th and Elizabeth Street.

Alignment (new or existing) Will be in the existing right-of-way and following existing basic alignment.

CATEGORY
3 PROJECT
non-major

Form (2)9-74

8414.

Contract 8414

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 17, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
DeHaven & S.W. 6th Avenue
Street Construction
DeHaven & S.W. 6th Avenue
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 10-17-75

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

S.W. 6th AVE. (MILTON-FREEWATER) SECTION

CT NO. OS-3001 (1)

l mat surface with gravel shoulders.

on with S.W. 2nd. Avenue.
on with S. Elizabeth Street.

r this project consists of the following:

ering all phases.

sting of grade, drain & high type pavement
he existing streets to a 40-foot curbed
t sidewalk on the west side of Dehaven
ty park.

d construction engineering will be performed
ngineer Jim Dwyer with review and contacting

required.

andards: None.

oads, Water Developments, Historical and
nvolved.

None required under Oregon Action Plan (Category 3 Project).

Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse ---- Exempt from A-95 review under working agreement.

(b) District 12 Clearinghouse ---- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 10, 1975.

Route Data: This is a city street.

Note: This project is in Congressional District No. 2.

DEHAVEN STREET AND S.W. 6th AVE. (MILTON-FREEWATER) SECTION

PROJECT NO. OS-3001 (1)

Existing Facilities: 22-foot oil mat surface with gravel shoulders.

Adjacent Sections:

North End Intersection with S.W. 2nd. Avenue.
South End Intersection with S. Elizabeth Street.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construction consisting of grade, drain & high type pavement required to widen the existing streets to a 40-foot curbed section with a 5-foot sidewalk on the west side of Dehaven Street along the city park.

Note: The preliminary and construction engineering will be performed by the consultant engineer Jim Dwyer with review and contacting by State forces.

Additional Right of Way: None required.

Exception to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse ---- Exempt from
ing agreement.

(b) District 12 Clearinghouse ---- It is
is a quasi-clearinghouse for if it w
or representative of its respective
it would have a signed working agree

Urban Transportation Planning (PPM 50-9): Not a

FHPM 7-7-2 Requirements: Nonmajor action projec
on October 10, 1975.

Route Data: This is a city street.

Note: This project is in Congressional District

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 24, 1975

OCATION (45 typewriter spaces) Streets (Milton-Freewater)	ADT	PRESENT 900 *	FUTURE 1,800	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 627	ITEM NO. 5

5 typewriter ve.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 3001	SEQ. NO. (1)	I Projects Only POST MI. DESIG.

ion 219) Off System Roads	COUNTY NAME Umatilla	CODE 059		PROGRAM STAGE ☐ 1 OR ☒ 2
-------	ROUTE NO. FEDERAL-AID Non	STATE City St.	U.S. ------	

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		City Streets (Milton-Freewater)	0.29	7,000	5,460		1,540 (City)	P.E. all phases; Gr., Dr., M. T. pave 40 foot curbed roadway with 5' sidewalk on west side of Dehaven St.
ST		"Dehaven Street and S.W. 6th Ave. (Milton-Freewater) Section"	0.29	63,000	49,140		13,860 (City)	ROW-50' minimum; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work
		PROJECT TOTALS	0.29	70,000	54,600		15,400 (City)	

DATES

REMARKS

*DHV 90

-Over-

USCOMM DUSCOMM-DC 48008-P61

Budget Bureau No. 41-R2067; Ap
U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.:
DATE SUBMITTED TO W.O.: October 24, 1975

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City Streets (Milton-Freewater)	ADT	PRESENT 900 *	FUTURE 1,800	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Dr., H.T. pave.	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	BA CLASS	BA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 3001	CODE 059

CARD	CLASS OF FEDERAL FUNDS (Section 219) Off System Roads	COUNTY NAME Umatilla			
	NAME OF URBAN AREA -------	ROUTE NO.	FEDERAL-AID Non	STATE City St.	U.S. ------

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City Streets (Milton-Freewater)	0.29	7,000	5,460		1,540 (City)
5					**ROW**							
5					**CONST** (cop*) 6201		"Dehaven Street and S.W. 6th Ave. (Milton-Freewater) Section"	0.29	63,000	49,140		13,860 (City)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.29	70,000	54,600		15,400 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV 90

October 24, 1975

G. L. Green, Div. Adm.
Federal Highway Administration

L. W. Rulien
Project Management Engineer

Program Data Submission
Project No. OS-3001(1)

We are submitting program data for one project, Item No. 5, Project No. OS-3001(1), "Dehaven St. & S.W. 6th Ave. (Milton-Freewater) Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering as programed on the project at an estimated total cost of $7,000 with Federal funds of $5,460. Enclosed for your files is one copy of the agreement with the consultant engineer, Jim Dwyer.

It is understood your approval of the program will result in an obligation of $70,000 in total cost and $54,600 in Federal funds.

CL:md

Enclosure

Exhibit "A"
Sheet 5 of 5

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

	Man Hours	Rate	Amount
Professional Engineer	32	10.45	334.00
Project Inspector	480	5.50	2640.00
Construction Stakeout	48	7.15	343.00
			3317.00
Overhead Allowance 90%			2985.00
Vehicle Expense - 1800 miles @ 0.15/mi.			270.00
Misc. Job Supplies			100.00
Fixed Fee			100.00
Estimated Total			6772.00
Not to Exceed			$6800.00

Estimated Construction Cost $70,000.00

Engineering % = 9.7%

Exhibit "A"
Sheet 4 of 5

PRELIMINARY ENGINEERING COST

Preliminary Engineering	Man Hours	Rate	Amount
1. Survey Right of Way	48	7.15	343.20
2. Location Survey & Topography	48	7.15	343.20
3. Drafting - Right of Way & Topography	40	5.50	220.00
Vicinity Maps	8	5.50	44.00
Plan & Profile	16	5.50	88.00
Cover Sheet & Constr. Details	8	5.50	44.00
4. Professional Engineer			
Supervision	16	10.45	167.20
Design	16	10.45	167.20
Reports	24	10.45	250.80
Specs. & Contract Doc.	24	10.45	250.80
Final Review	8	10.45	83.60
			2,002.00
Overhead Allowance 90%			1,801.80
Travel			50.00
			3,853.80
Profit 10%			385.38
			4,239.18
Estimate for Foundation Drilling & Investigation			
2 Drill Holes - 2 @ 600.00			1,200.00
Engineering Supervision, Plotting, Evaluation all at cost (estimate)			150.00
TOTAL			5,589.18

Exhibit "A"
Sheet 3 of 5

METHOD OF ARRIVING AT CHARGEABLE RATES

	Professional Engineer	Draftsman Inspector Surveyman
Hourly Salary	9.50	5.00
Payroll Taxes (10%)	0.95	0.50
Chargeable rate	10.45	5.50

Exhibit "A"
Sheet 2 of 5

PROJECTED CURRENT OVERHEAD COSTS

Description	Amount	Percent
Proprietor Salary Allowance	19,760.00	35.03
Employee Salaries	20,800.00	36.88
Office and Engineering Supplies	2,831.00	5.02
Office Rent	1,200.00	2.13
Telephone	930.00	1.65
Travel, Entertainment & Promotions	1,000.00	1.77
Professional Service's	200.00	0.35
Dues, Subscriptions, Licenses	200.00	0.35
Equipment Insurance	366.00	0.65
Depreciation	2,140.00	3.79
Interest Expense	636.00	1.13
Misc. Expense	500.00	0.88
Auto Expense, Repairs, Maintenance	1,846.00	3.27
	52,409.00	92.90

Overhead used 90%

Percent based on projected current annual volume of $56,400.00

xhibit "A"
Sheet 1 of 5

ENGINEERING COSTS

The Engineer has taken his current overhead costs, and current volume based on his present work force and present volume to project a current annual overhead cost and current annual volume.

The salary cost is defined as the cost of salaries (including any sick leave, vacation and holiday pay applicable thereto) to the engineer, draftsman, inspectors and surveymen, etc. plus unemployment, payroll taxes, and contributions for social security and state industrial insurance for time directly chargeable to the project.

CERTIFICATION OF CONSULTANT

I hereby certify that I am the ENGINEER, JIM D. DWYER and a duly authorized representative of the firm of SAME, whose address is 10 N. MADISON ST, WALLA WALLA, WASH, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agree, as an express or implied condition for obtaining this contract, to employ or retain the service of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

8-11-75
Date

Jim D Dwyer, P.E.
Signature

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

10-27-75
Date

E S Hunter
Signature

Exhibit B

Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19. Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

DATED this 11th day of August, 1975.

CONSULTANT, by and through its Company Officers

Firm____________________

By Jim D. Dwyer, P.E.

CONCURRENCE

OSHD E S White

Date 10-27-75

FHWA____________________

Date____________________

City of MILTON-FREEWATER, by and through its City Council

By____________________ Mayor

Attest:

R. L. Tomlinson
City Recorder

including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix"B" of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payment to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor or assign of City of Milton-Freewater.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement.

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors,

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the City, its officials and employees from all claims, suits or actions or whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anit-Kickback Act; Title 23, U.S.C., Federal Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, wi thout the prior written consent of City and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by City. No consent of City shall be given in any case, however, ot any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the City decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the City, this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, City shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, borkerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Development, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of City.

9. Termination. The City reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of the City, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the City terminates this agreement, the City shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

the opinion of the City, an extension of time is warranted due to major changes required by the City, or due to weather conditions, or other factors beyond the control of the Consultants, the City shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of the terms and obligations of this agreement, the City agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $4,250.00 payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The City also agrees. to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $6,800.00 except as stipulated in Exhibit"A" and in paragraph 14 under General Provisions.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to City, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to City for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. City shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. City shall pay 100 percent of the difference between the actual cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. The parties expect that, pursuant to an agreement between City and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by City, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

4. Upon execution of this agreement, City shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 10 calendar days after notification in writing by the City to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 30 calendar days thereafter. If, in

5414

6-27-75

CONSULTANT AGREEMENT
OFF-SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between the City of Milton-Freewater, acting by and through its City Council, hereinafter referred to as "City", and the firm of Jim Dwyer, a Professional Engineer, whose office address is 10 N. Madison, Walla Walla, Washington, acting by and through its Company Officers, hereinafter referred to as "Consultant";

WITNESSETH

RECITALS

1. City of Milton-Freewater plans and proposes to construct street improvement on S.E. Sixth Avenue; and DeHaven Street in Milton-Freewater.

2. City has determined that they do not have the necessary personnel to perfrom the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. City has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual convenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with City during the project, whenever it is deemed necessary.

ND S.W. 6th AVE. (MILTON-FREEWATER) SECTION

JECT NO. OS-3001 (1)

oil mat surface with gravel shoulders.

tion with S.W. 2nd. Avenue.
ction with S. Elizabeth Street.

der this project consists of the following:

eering all phases.

isting of grade, drain & high type pavement
the existing streets to a 40-foot curbed
foot sidewalk on the west side of Dehaven
city park. [illegible] said the sidewalk

and construction engineering will be performed
t engineer Jim Dwyer with review and contacting

ne required.

Standards: None.

lroads, Water Developments, Historical and
involved.

None required under Oregon Action Plan (Category 3 Project).

Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse ---- Exempt from A-95 review under working agreement.

(b) District 12 Clearinghouse ---- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 10, 1975.

Route Data: This is a city street.

Note: This project is in Congressional District No. 2.

DEHAVEN STREET AND S.W. 6th AVE. (MILTON-FREEWATER) SECTION

PROJECT NO. OS-3001 (1)

Existing Facilities: 22-foot oil mat surface with gravel shoulders.

Adjacent Sections:

North End	Intersection with S.W. 2nd. Avenue.
South End	Intersection with S. Elizabeth Street.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construction consisting of grade, drain & high type pavement required to widen the existing streets to a 40-foot curbed section with a 5-foot sidewalk on the west side of Dehaven Street along the city park.

Note: The preliminary and construction engineering will be performed by the consultant engineer Jim Dwyer with review and contacting by State forces.

Additional Right of Way: None required.

Exception to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a)	Public Hearings	None required under Oregon Action Plan (Category 3 Project).
(b)	Location/Design	Not a factor in the development of this project.

IM 50-1-70 Requirements:

(a) State Clearinghouse ---- Exempt from A- ing agreement.

(b) District 12 Clearinghouse ---- It is ou is a quasi-clearinghouse for if it were or representative of its respective di it would have a signed working agreeme

Urban Transportation Planning (PPM 50-9): Not app

FHPM 7-7-2 Requirements: Nonmajor action project on October 10, 1975.

Route Data: This is a city street.

Note: This project is in Congressional District

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 24, 1975

typewriter spaces) (Milton-Freewater)	ADT	PRESENT 900 *	FUTURE 1,800	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 027	ITEM NO. 5

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): OS- NUMBER: 3001 SEQ. NO.: (1)	Projects Only POST NR. DESIG.

) Off System Roads

COUNTY NAME: Umatilla CODE: 059

ROUTE NO.: FEDERAL-AID: Non STATE: City St. U.S.: ------

PROGRAM STAGE: ☐ 1 OR ☑ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
City Streets (Milton-Freewater)	0.29	7,000	5,460		1,540 (City)	P.E. all phases; Gr., Dr., M. T. pave 40 foot curbed roadway with 5' sidewalk on west side of Dehaven St.
"Dehaven Street and S.W. 6th Ave. (Milton-Freewater) Section"	0.29	63,000	49,140		13,860 (City)	ROW-50' minimum; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work
PROJECT TOTALS	0.29	70,000	54,600		15,400 (City)	

REMARKS

*DHV 90

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ ☐
☐ UPE ☐ CE ☐ RE ☐ PE ☐

-Over-

USCOMM-DC

Budget Bureau No. 41-R2067

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 24, 1975

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	City Streets (Milton-Freewater)		900 *	1,800	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	NA CL	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	P.E. Gr. Dr., H.T. pave.								OS-	3001

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	(Section 219) Off System Roads	Umatilla

NAME OF URBAN AREA	ROUTE NO. FEDERAL-AID	STATE	U.S.
-------	Non	City St.	------

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16	4'	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City Streets (Milton-Freewater)	0.29	7,000	5,460		1,540 (City)
5					**ROW**							
5					**CONST** (COD*) 6201		"Dehaven Street and S.W. 6th Ave. (Milton-Freewater) Section"	0.29	63,000	49,140		13,860 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.29	70,000	54,600		15,400 (City)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

*DHV 90

NOV 10 1975
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ IE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-10-75

BY (Signature): L.W. Rulien's October 24, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

ITEM NOS. 5 THRU ____ ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
5	OS-3001(1)	0.29	70,000	54,600	Dehaven St. and SW 6th Ave (Milton-Freewater) Umatilla County State of Oregon	Preliminary Engineering Grade, Drain and high type pavement.

RECEIVED
COUNTY & CITY SECTION
NOV [illegible] 1975
☐ ENGR. ☐ COORD. ☐ UE ☐ RE ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-10-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

(SR) Milt-Fw

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-10-75

FEDERAL AID PROJECT NO.: OS-3001(1)

STATE PROJECT NO.: Dehaven Street and SW 6th Ave. Section

FROM:
G. L. Green, Division Administator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-5

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED: November 10, 1975

DATE AUTHORIZATION EFFECTIVE: November 10, 1975

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION: City Streets - Milton-Freewater

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☑ GE ☐ LE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

GENERAL DESCRIPTION OF WORK: Preliminary Engineering - grade, drain and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $7,000 federal funds $5,460.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 10, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 24, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $63,000 - federal funds $49,140 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: 11-10-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
November 18, 1975

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE NOV 20 1975 ☐ FILE:
☐ RDE RECEIVED REGIONAL OFFICE ☐

Harold Rapoldson

FROM: Robert H. Prange
Rural Engineer

TO: Mr. Roger Lang
Region 5 Federal Aid Engineer
LaGrande

SUBJECT: Preliminary Engineering
SW 6th Ave. and Dehaven St.
City of Milton-Freewater
OS-3001(1)

The P.E. for the subject Off-System project has been approved by FHWA. Would you please so inform the City.

A copy of the FHWA approval is attached.

As yet we have not received the additional advance deposit for the P.E. for this project.

HR:dp

Attachment

Bob Prange

Attached is warrant No. 11395 in the amount of $570 received from Milton-Freewater which should satisfy the 22% deposit for the above OFF-System Project.

RC Lang

RECEIVED
COUNTY & CITY SECTION
NOV 28 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

as approved May 13, 1970, unless specific deviation is authorized by the Highway Division. Work is to begin within the time period specified in the Consultant Agreement.

The project has been classified as a Category 3, Non-Major Action, which requires minimal action to comply with the Oregon Action Plan. I enclose a copy of the approved assessment for your review and action.

Pursuant to our telephone conversation of November 20, 1975, it will be necessary to have an additional deposit of $570 to meet the required 22% of identified preliminary engineering.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Enclosure

cc: Jim Dwyer
George Hopkins✓

Milt Freewater
OSR

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

November 21, 1975

Re: Off-System Roads Program

Steve Loveland
City Manager
Milton Freewater, Oregon 97862

Dear Mr. Loveland:

The Off-System Roads program which you applied for under Section 219, Title 23, U. S. Code, has been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $5,590 and provides funds for survey and design work necessary to advance the project to the contract letting stage.

At this time you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all bills due to the local agency or your contractor. This is in conformance with "Things to be done by Local Agency", item 2 of the executed Construction Finance Agreement.

The Highway Division contact person is R. C. Lang, Federal Aid Engineer, La Grande, who will receive all billings from the city for processing and payment. Also, Mr. Lang will be responsible for preliminary engineering compliance with accepted methods developed by the Highway Division. This is in compliance with "Things to be done by the State" in the Construction Finance Agreement. In the absence of Mr. Lang, Mr. Forrest Epley, La Grande, will be the contact person.

Hal/*

By copy of this letter Mr. Jim Dwyer, Professional Engineer, is authorized to begin preliminary engineering on the project as per telephone conversation on November 18, 1975. Proposed design standards shall not be lower than the minimum design standards

RECEIVED
COUNTY & CITY SECTION
NOV 24 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

NOV 24 1975

OSR
Milt Freewater

OREGON STATE
HIGHWAY DIVISION
Region 5 Office
W. E. Schwartz, Regional Engineer
P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 2, 1976

Mr. Jim Dwyer
Professional Engineer
10 N. Madison
Walla Walla, Washington 99362

Dear Mr. Dwyer:

RE: Off System Project OS-3001(1), Milton-Freewater, Umatilla County

Enclosed are reproducible title sheet, detail sheet, and plan-profile sheets for your use in developing the above project through the design stage.

Field work (location) shall be performed under the guidelines presented in our workshop conducted September 11, 1975 in La Grande.

Also, under the terms of the Consultant Agreement, a conference shall be arranged at the completion of field work prior to any design work in order to review the over-all project.

Please advise me of the conference date at the earliest possible time so that I may arrange my schedule.

Sincerely,

R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosures

cc Steve Loveland
George Hopkins

RECEIVED
COUNTY & CITY SECTION
JAN 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JAN - 5 1976		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FORM E-30

OSR
Milton Freewater

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR

DATE January 14, 1976

TO Verne Allen
Right of Way Supervisor

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Off-system project
City of Milton-Freewater

Attached is a copy of a construction finance agreement off-system project.

In order to continue our responsibility to the FHWA I would appreciate your meeting with the Council President, Mr. Herb W. Sager, and quietly inquire as to whether he is aware of the responsibility under Title II and III of the Uniform Relocation Assistance and Real Policy Act of 1970 as contained on page 3 of the agreement.

The purpose of our inquiry is to test the knowledge of the particular governmental body in order to determine whether or not they really understand their responsibilities under this portion of the agreement.

JBB:lb

cc: W. E. Schwartz
L. R. Rulien✓

RECEIVED
COUNTY & CITY SECTION
JAN 15 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ UPE ☐

PROJECT MANAGEMENT
JAN 14 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter

OSR
Milton-Freewater

March 4, 1976

MEMO TO THE FILES

FROM: Robert H. Prange
Rural Engineer

RE: SW 6th Ave. and Dehaven St. Section
City of Milton-Freewater
Off-System Project
OS-3001(1)

The width of the roadway on SW 6th Avenue has been reduced to the minimum standard width of 36 feet between curbs from the 40 feet as described in the programming. This was done so the project would remain within the right-of-way.

HR:dp

cc: Roger Lang
D. E. Swan
FHWA

9414

Milton-Freewater

Salem, Oregon
April 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Roger Lang
Region 5 Federal Aid Engineer

S.W. 6th Ave. & DeHaven St.
(Milton-Freewater) Section
City Streets
Umatilla County

I am returning the tracings and one set of prints on the subject section. Corrections and recommendations are shown in red on the prints. Please review these with the consultant and have him revise the tracings and return to Final Design.

Slope easements or right of way are required on all projects where federal funds are required. Locations where easements are required are shown in red on the plan sheets.

LKW:jh
Attachment
cc: F. E. Terpin
W. E. Schwartz
L. K. Watson

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8414

Milton-Freewater

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

May 18, 1976

FROM: R. C. Lang R. C. Lang by je
Regional Federal Aid Engineer

TO: Duane O. Christensen
Final Design Engineer

SALEM

SUBJECT: S.W. 6th Ave. & DeHaven St.
(Milton Freewater) Section
City Streets
Umatilla County

Enclosed are revised reproducible drawings which conform with your recommendations of April 29 with the following exceptions:

1. Sheet 2, Private Driveway and Approach Surfacing.

   The city's established policy is to construct the approach to a point 3 feet behind the curb, with the property owner optioning to extend the driveway. Where sidewalks are being constructed the distance would be 5 feet.

2. Sheet 2A, Typical Sidewalk Ramp and Driveway Details.

   The city prefers to have curb opening slopes established at 2.5 feet, which will conform with existing facilities throughout the city.

3. Slope Easements.

   The city does not wish to obtain any easement for this project. This is to be accomplished by vertical cut and steepening fill slopes. The fill problem lying off the right-of-way right of Stations 0+00-2+20± will be eliminated by the city and property owner.

RCL:je
Enclosures

cc: Steve Loveland
Jim Dwyer

____ Versteeg ____
____ Olson ____
1 Christensen Doc
____ Scott ____
2 Swenson LW
____ Savage ____
____ Trout ____ TT

RECEIVED
MAY 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not F
Return
Bring Up
Other ____

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ ✓ Watson W
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

City would like for a July letting
Doc 5-19-76

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-3001(1)
Project Name Dehaven St. & SW 6th Ave. (Milton-Freewater) Sec.
Off-System Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Milton-Freewater, Oregon, this 22nd day of June, 1976

City of Milton-Freewater

Mayor

City Recorder

C.C. John Oaks
D.E. Swan

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 7, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

R C Lang

TO: George Hopkins
Project Development Engineer
Project Management Section

SALEM

SUBJECT: Project Monitoring
S.W. 6th Avenue &
Dehaven Street
Milton-Freewater
Project No. OS 3001(1)

We have reviewed the Special Provisions, Construction Finance Agreement and Consultant Agreement in an attempt to estimate the amount of money required to monitor engineering performed by Jim Dwyer.

Due to the variables involved such as travel time, orientation sessions for testing and documentation methods, etc., it is recommended $5,000 be allocated for monitoring purposes.

W. C. Ferguson, Resident Engineer, Pendleton, is hereby assigned the duties of liaison engineer to monitor the work for compliance under the terms of the Construction Finance Agreement, Things to be Done by State, item 1, page 2.

Hal
Region showed to
prepare S.F.O.
set up the fix
& funds
H

PROJECT MANAGEMENT
JUL - 8 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

RCL:je

cc: W. C. Ferguson w/attachment

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

OER, Umatilla Co.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-3001(1)

STATE PROJECT NO. See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 11-10-75

DATE AUTHORIZATION EFFECTIVE 11-10-75

FEDERAL ROUTE NUMBER Non-Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

City streets - Milton-Freewater

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

To correct Program Approval Memorandum of 11-10-75 to include "Utility Adjustments including preparatory work."

RECEIVED
COUNTY & CITY SECTION
JUL 19 1976
☐ ENGR. ☐ COOR. ☑ [illegible] ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE 7-12-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-485

15. SW 6th Ave & Dehaven St (Milton-Freewater)
City Streets
Umatilla County

Grading, paving

5-foot P.C.C. sidewalk to be constructed on the west side of Dehaven, south side of 6th.

16. NW Creoni Rd-NW Cornell Rd
FAS 632 (NW Cornelius Pass Rd), FAP No. RS-8(5)
Washington County

Grading and paving

Same as No. 1. 6-foot shoulders provided; 4-foot shoulders on channelizations and structure approaches.

17. Beaverton-Hillsdale Highway at Scholls Hwy and Oleson Rd
FAP No. HHS-0030(1)
Washington County

Traffic signal revision

Same as No. 4.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

10. Goshen-Cottage Grove
    Pacific Highway
    Lane County

    Roadside improvement

    Same as No. 4.

11. Beltline Rd At Coburg Rd (Eugene)
    Route 1035, FAP No. M-1035(1)
    Lane County

    Grading, paving, structure, signing, signals

    5-foot P.C.C. sidewalks provided on Coburg Road; 9.5-foot sidewalks on structure.

12. Logsden-Rock Creek
    FAS 150 (Logsden-Nashville Rd), FAP No. RS-105(5)
    Lincoln County

    Paving

    Same as No. 1

13. Boardman Safety Rest Area
    I-80N
    Facilities

    Same as No. 4

14. Burnside Bridge-Hawthorne Bridge
    Pacific Highway West (Front Avenue, Portland)
    Multnomah County

    Grading, paving, illumination, signals, landscaping

    Footpath-bicycle facilities will be constructed by the City of Portland along Waterfront Park parallel and adjacent to this project. Therefore, footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "Footpaths and trails are not required to be established. . . where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Empire-Coos Bay Hwy at Woodland Dr (Coos Bay)
   FAP No. M-2680(2)
   Coos County

   Traffic signal

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Hunter Creek Bridge
   FAS Route 08-109, FAP No. RS-08-109(1)
   Curry County

   Structure

   Same as No. 1

6. Umpqua Lighthouse State Park
   BOR Project
   Douglas County

   Sanitary sewer improvement

   Same as No. 4

7. Rogue River (Broadway St)
   City Streets in Rogue River
   Jackson County

   Grading and paving

   Same as No. 1

8. S. 6th St-Hilyard Ave (Klamath Falls)
   Midland Highway
   Klamath County

   Grading, paving, signal revision

   Same as No. 1. 5-foot P.C.C. sidewalk provided on first 800 ft.

9. Thomas Creek and Fox Creek Bridges
   FAP No. RS-19-107(2)
   Lake County

   Grading, surfacing and structures

   Same as No. 1.

84-4.

FORM 81-7-14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 13, 1976

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 29 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 29 on the following projects:

1. Powder River (Phillips) Bridge
   FAP No. RS-01-109(1)
   Baker County

   Structure

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Campbell St-Auburn St (Baker)
   FAU 4860 (Birch St), FAP No. M-4860(1)
   Baker County

   Paving

   Same as No. 1.

3. Frazier Creek Bridge
   FAS 205, FAP No. RS-603(1)
   Benton County

   Structure

   Same as No. 1.

8414

Yellow
Milton-Freewater

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

July 22, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Jim D. Dwyer
RESIDENT ENGINEER

SUBJECT: S.W. 6th Ave. & Dehaven St.
(Milton-Freewater) Section
City Streets
Umatilla County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9082 00	"Dehaven St." Line, Centerline	Profile Grade
01	"Dehaven St." Line, Centerline	Subgrade
02	"S.W. 6th Ave." Line, Centerline	Profile Grade
03	"S.W. 6th Ave." Line, Centerline	Subgrade

Attachment

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

Mr. Steve Loveland
City Manager
City Hall
Milton-Freewater, OR 97862

Dear Steve:

RE: 6th Avenue & Dehaven Streets, Milton-Freewater, Project OS-3001(1)

I have reviewed the job records file for your project and find I am lacking an important item, method of selection of consultant engineer.

The Federal Highway Administration requires documentation of firms contacted and the particular items considered in the final selection. An exception to this would be where local government has retained a consultant on a long-standing previous agreement.

I have no doubt you and your staff examined all aspects when you selected the consultant for your project. The documentation is requested so that our records will be complete. Please give this matter your early attention.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Form 81-734-3122

OSR

Richland, Oregon
July 30, 1976

R. C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
La Grande, Oregon

Dear Mr. Lang,

In answer to your letter of July 27th, the City of Richland has a long standing agreement with CH_2 M/Hill of Boise, Idaho. As I understand it dates back to 1963.

Our files have changed hands so many times since then, I'm not sure if any written document still exsists. I have checked my files and could find nothing so I checked with Mr. McCurdy, he told me he thought we had an agreement but wasn't sure.

What do you suggest we do? Let us know so we can comply as soon as possible.

Sincerely,
Delma Fleming
Recorder
City of Richland

Dear Delma

Your statement showing the City has had a "long standing agreement" with CH2M-Hill is adequate for me.

R.C. Lang

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE AUG 3 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

cy RH Prange 8/3/76

Second cy Marion Holmes 10/4/76

RECEIVED
COUNTY & CITY SECTION
OCT 5 - 1976
☐ ENGR. ☐ COOR. ☐ UC ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

The engineering fees arrived at for the contract on this project were made after several negotiating sessions. Proposals and counter-proposals were made between ourselves and Mr. Dwyer before arriving at the final engineering contract. I should also point out that there are no minority firms in or around the Milton-Freewater area which could receive consideration as a consultant for this project.

I hope that this answers the questions you have raised and satisfies the necessary requirements of explanation on our selection process.

Yours very truly,

Steve L. Loveland

Steve L. Loveland
City Manager

SLL:pb

cy EH Prange 8/6/76

Second cy
Marion Holmes
10/4/76

LOW COST UTILITIES
MILTON-FREEWATER
WATER-SEWER-ELECTRICITY
Since 1889

CITY OF
MILTON-FREEWATER
P.O. Box 108 · Milton-Freewater, Ore. 97862 · Phone 503-938-5531

Office Of
City Manager

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ☒
☐ RDE ☐
RECEIVED
REGIONAL OFFICE

July 29, 1976

Oregon State Highway Division
Attention Mr. Roger Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Re: 6th and DeHaven Streets, Milton-Freewater,
Project OS-3001(1)

Dear Roger:

The purpose of this letter is to explain to you the process that this city went through in selecting Mr. Jim Dwyer as its consulting engineer for the design on the subject project. The city has had a continuous and ongoing relationship with Mr. Dwyer and found his work to be most satisfactory. Even though we have developed substantial rapport with Mr. Dwyer, we did consider the possibility of hiring other consultants.

Some thought was given to hiring engineers out of our immediate locality, for example, Anderson, Perry and Associates, due to the fact they were doing other Off-System design work. The city has also used Mr. Pat Streamer, registered engineer, for some consulting work and direct consideration was also given to him. In the final analysis however, our decision was based upon what we saw as being the most economical and practical means of having this particular project designed. We were concerned about having a high quality design product and in having the project moved ahead as quickly as possible. Under those circumstances, it was our opinion that Mr. Dwyer possessed the best capabilities for accomplishing those goals. I might add, that our experience to date, has proven that our reasoning in selecting Mr. Dwyer has been reinforced. I believe that your own engineering review section would have to concur that the quality of the plans submitted by Mr. Dwyer has been very high.

RECEIVED
COUNTY & CITY SECTION
OCT 5 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

OSR
Milton-Freewater

bc w/att: Roger ng - Upon receipt of county's ck, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-230 and submit to Finance Branch.

August 4, 1976

City Council
City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attn: Mr. Steve Loveland
City Manager

Gentlemen:

On July 29, 1976 the only bidder on the SW 6th Avenue and Dehaven Street Section was Baldwin and Sutherland, Inc., Walla Walla Washington 99362 which bid is approximately 25% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. Pursuant to the agreement between City and State the City shall pay 22% of the project costs up to $100,000 and 100% of all costs in excess of $100,000.00. If the City does decide to proceed with the project, the following advance deposit is required from the City prior to awarding the contract:

Bid Items	$99,876.00
Relocation of Power Poles	1,850.00
4½% Contingencies	4,577.67
9% Engineering	9,155.34
Estimated Total Cost	$115,459.01

City's Advance Deposit:
22% of $100,000 = $22,000.00 + $15,459.01 = $37,459.01 or say $37,500.00.

advance deposit revised 8/17/76
H

Please make your check in the amount of $37,500.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang Region 5 Federal Aid Engineer, P.O. Box 850, LaGrande 97850.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

FFH:dp

Project Awarded 8-17-76

H

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

LETTER OF APPROVAL AND/OR AUTHORIZATION

		OS-3001(1) STATE PROJECT NO.
FROM: G. L. Green Division Administrator	PROGRAM NO.	Dehaven St & S.W. 6th Ave COUNTY NAME Umatilla
	ITEM NO. OS-5	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 11-10-75	DATE AUTHORIZATION EFFECTIVE -13-76	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:

City of Milton-Freewater

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Utility adjustment
City of Milton-Freewater's Power Pole
at a total estimated cost of $1,843.80-
Federal funds $1,438.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

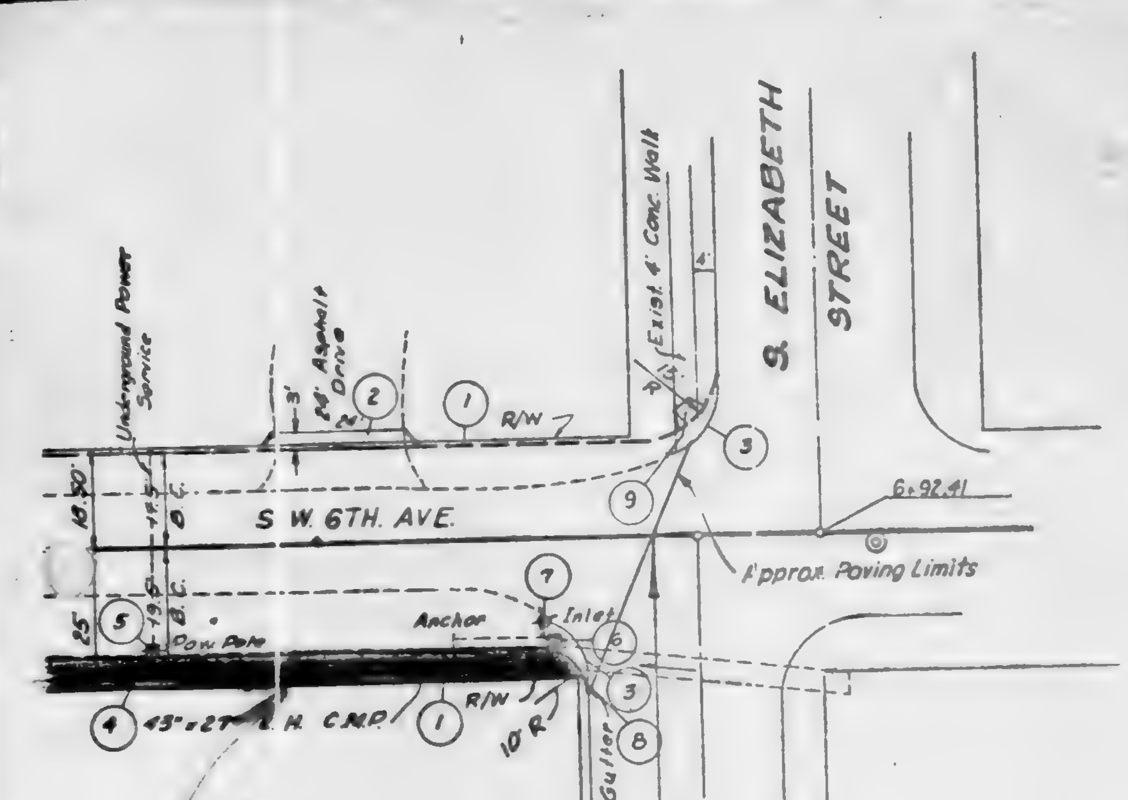
As requested in Mr. Preston's 7-21-76 letter, you are authorized to proceed with the actual adjustment for the City of Milton-Freewater's power facilities. Reimbursement on an actual cost basis estimated to be $1,843.80 - Federal funds $1,438 is approved. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of FHPM 1-4-4.

I approve the agreement with the City of Milton-Freewater consisting of your Regional Traffic Utility Engineer's verbal notification and the plans and estimate furnished by Mr. Preston's 7-21-76 letter.

DATE 8-11-76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (Rev. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 197_ ___ 858

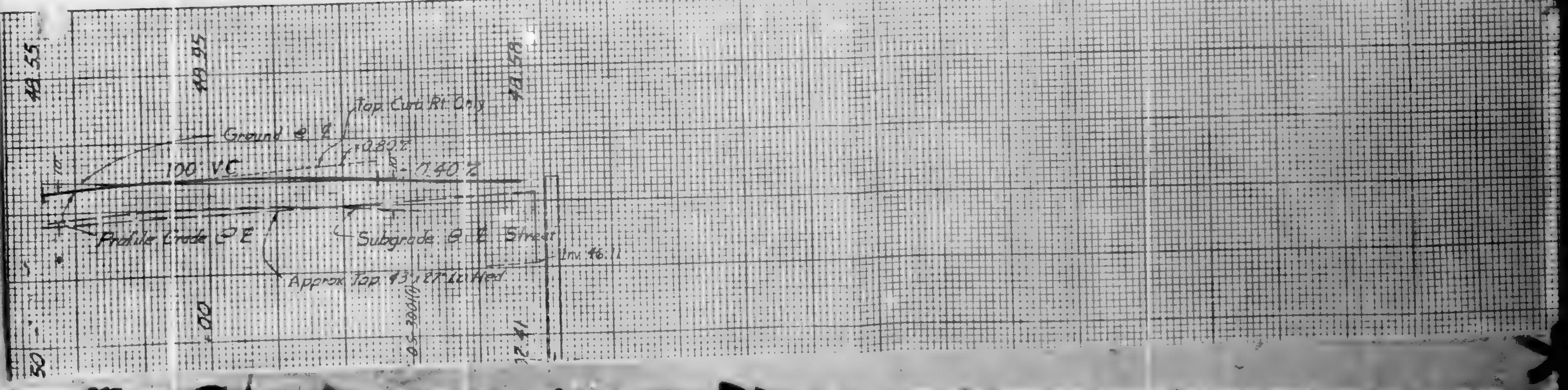

S. ELIZABETH
STREET
S. W. 6TH. AVE.
Exist. 4' Conc. Walk
4'
R/W
24' Asphalt Drive
24'
3'
Underground Power Service
13.50
17.5
19.5
25
B.C.
6+92.41
Approx. Paving Limits
Anchor
Inlet
Pow Pole
43" x 27" A. H. C.M.P.
10' R
Curb & Gutter
1
2
3
4
5
6
7
8
9

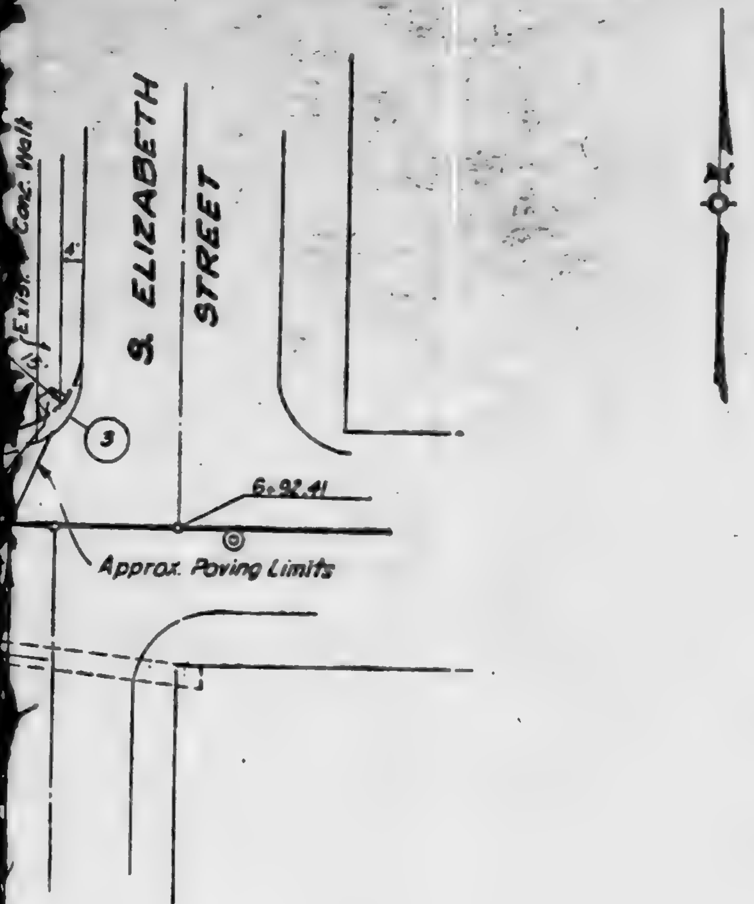
① Const. Conc. Curb & Gutter See Details Sheet 2.
② Const Conc. Driveway See Details Sheet 2-A
③ Remove Extg. Conc. Curb & Gutter
④ Const. Conc. Walk See Details Sheet 2-A
⑤ Power Pole Relocated By Others
⑥ Power Pole & Anchor Relocated By Others
⑦ Remove Existing Inlet
⑧ Const. Sidewalk Ramp - See Details Sht. 2A
⑨ Remove Extg. Conc. To 3' Behind Nr. Curb. Const. New Conc. Walk With Sidewalk - Ramp. See Details Sheet 2-A

Delete
sidewalk

Scale : 1" = 20'

S. W. 6TH AVENUE


49.55
49.95
49.58
Top Curb Rt. Only
Ground @ ℄
+0.80 %
100 V.C.
-0.40 %
Profile Grade @ ℄
Subgrade @ ℄ Street
Inv. 46.11
Approx Top 43" x 27" Lt. Wall
0.5 300 (1)
+00
12.41
50

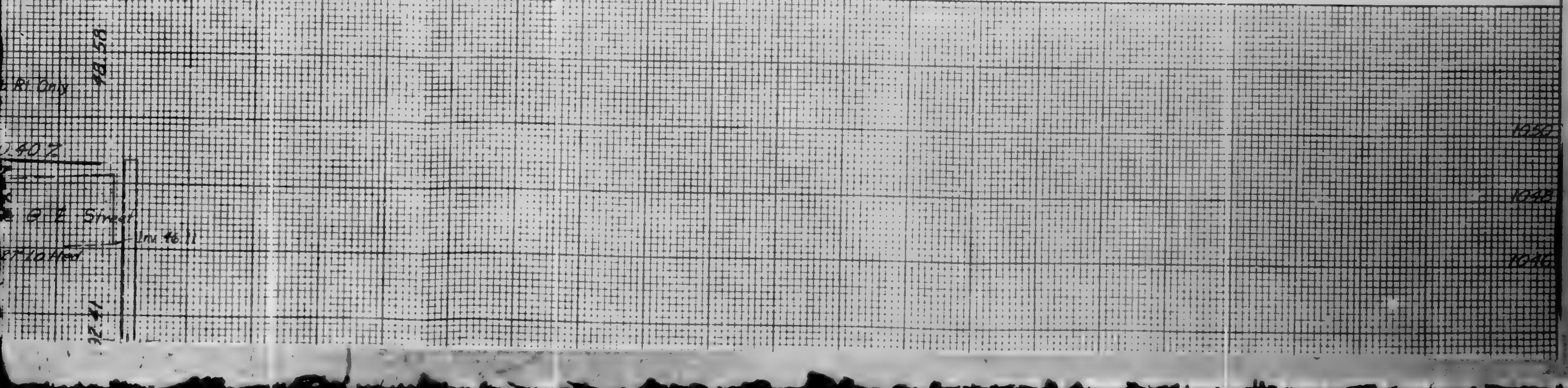

Exist. Conc. Walk
4'
S. ELIZABETH STREET
3
6+92.41
Approx. Paving Limits

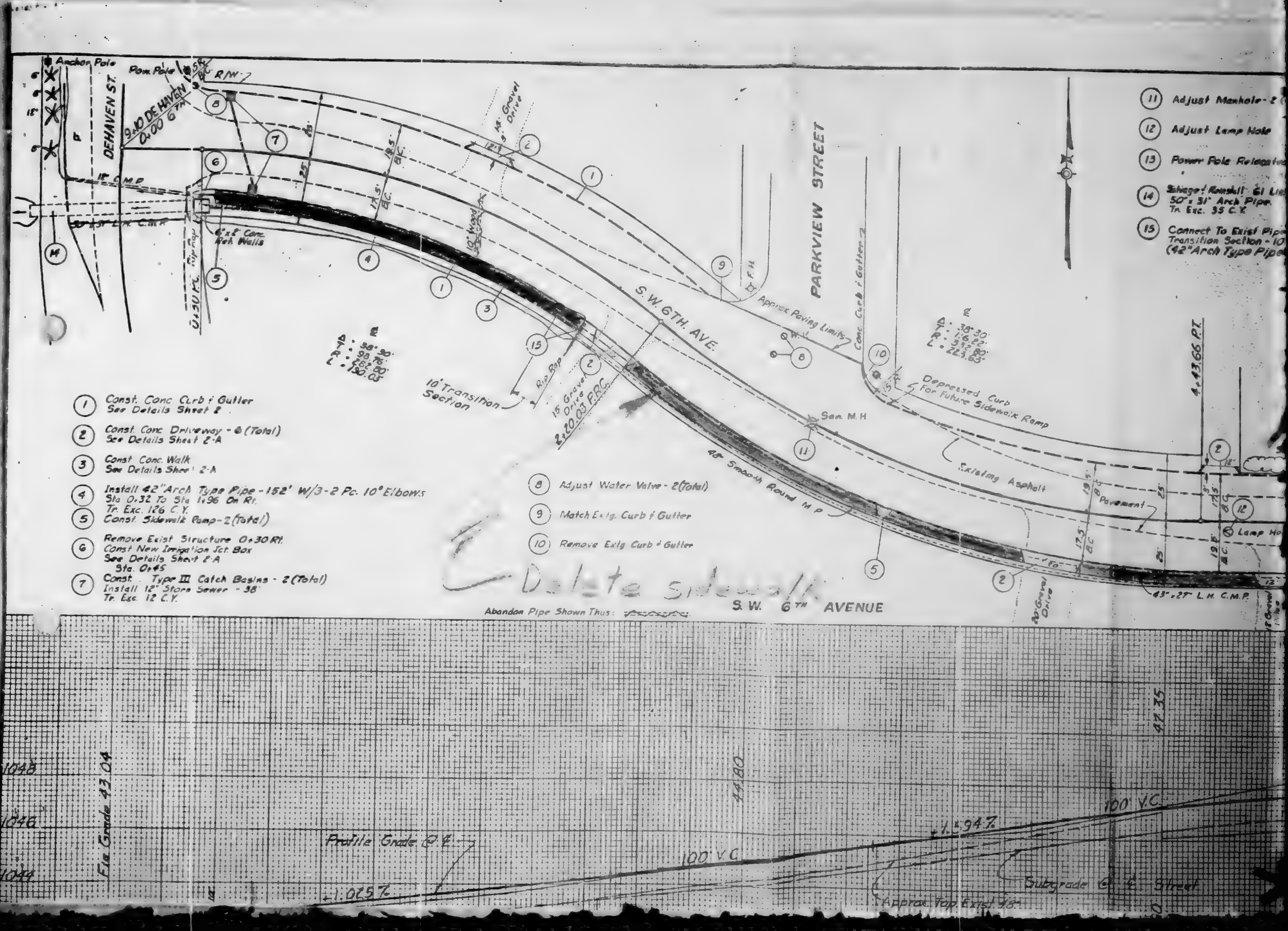
1. Const. Conc. Curb & Gutter See Details Sheet 2.
2. Const. Conc. Driveway See Details Sheet 2-A
3. Remove Extg. Conc. Curb & Gutter
4. Const. Conc. Walk See Details Sheet 2-A
5. Power Pole Relocated By Others
6. Power Pole & Anchor Relocated By Others
7. Remove Existing Inlet
8. Const. Sidewalk Ramp - See Details Sht. 2A
9. Remove Extg. Conc. To 3' Behind New Curb. Const. New Conc. Walk With Sidewalk Ramp See Details Sheet 2-A

13V-14

S.W. 6th Ave. & Dehaven St. (Milton-Freewater) Sec. CITY STREETS UMATILLA COUNTY				Sheet No. 6
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	03-3001 (1)		See Index

Drawn By RRD Revised 6/24/76 RRD
Checked By: J.B.

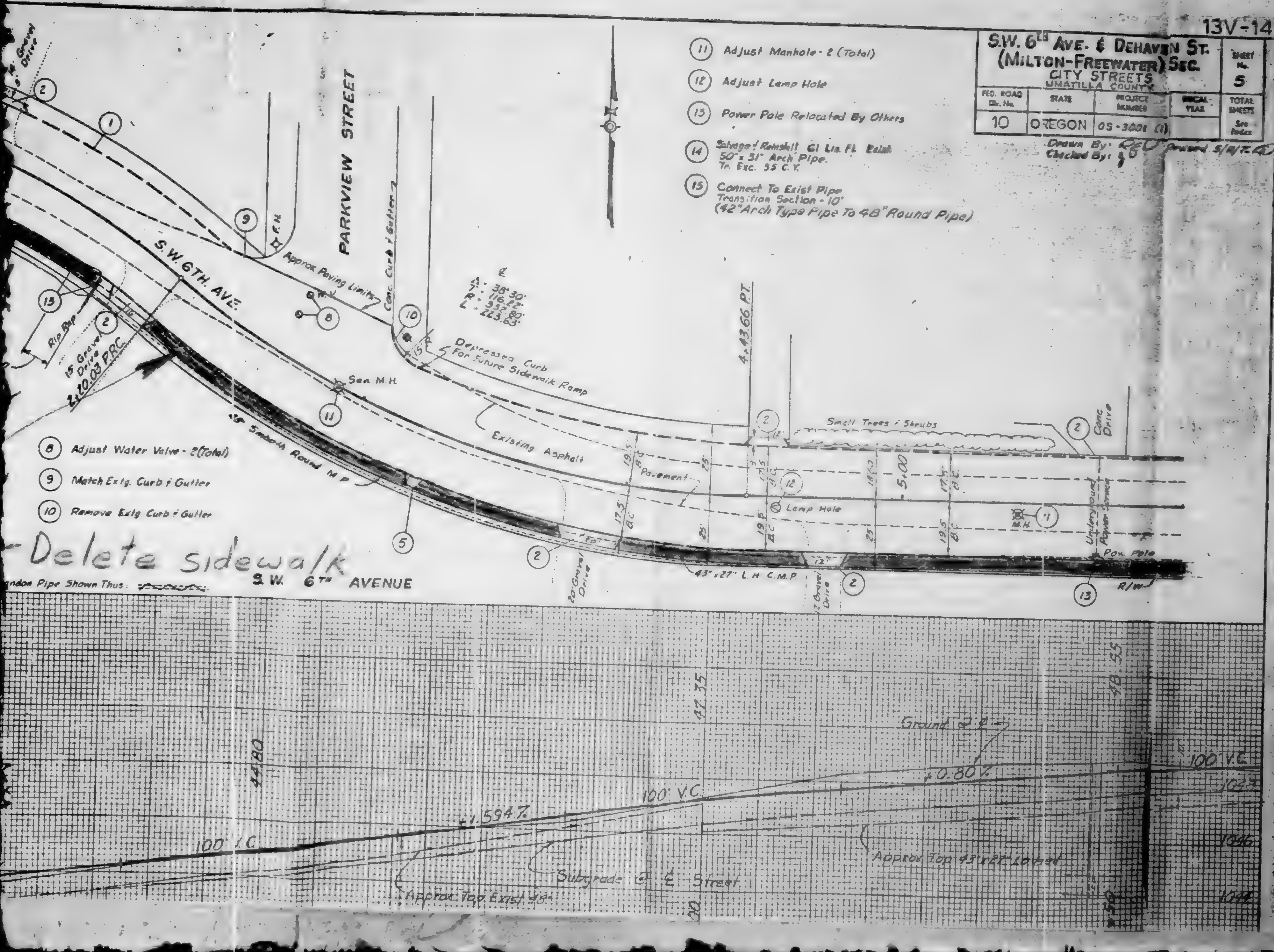

Rt. Only
48.58
.40 %
@ E Street
Inv 46.11
Flatted
32.41
1050
1048
1046

Anchor Pole
Pow. Pole
R/W
DEHAVEN ST.
9+10 DE HAVEN
0+00 6TH
12" C.M.P.
L.H. C.M.P.
0+30 RT. Rip Rap
6"x8" Conc. Ret. Walls
25'
17.5' B.C.
19.5' B.C.
10' Wood
14' Gravel Drive
12'
PARKVIEW STREET
S.W. 6TH AVE.
F.H.
Approx. Paving Limits
W.V.
Conc. Curb & Gutter
Depressed Curb For Future Sidewalk Ramp
San. M.H.
Existing Asphalt
Pavement
Lamp Hole
48" Smooth Round M.P.
43" x 27" L.H. C.M.P.
20' Gravel Drive
15' Gravel Drive
2+20.03 P.R.C.
Rip Rap
10' Transition Section
4+43.66 P.T.
℄
Δ: 38°30'
T: 98.76'
R: 262.80'
L: 180.03'
℄
Δ: 38°30'
T: 116.22'
R: 332.80'
L: 223.63'
① Const. Conc Curb & Gutter See Details Sheet 2
② Const. Conc Driveway - 6 (Total) See Details Sheet 2-A
③ Const. Conc. Walk See Details Sheet 2-A
④ Install 42" Arch Type Pipe - 152' W/3-2 Pc. 10° Elbows Sta 0+32 To Sta 1+96 On Rt. Tr. Exc. 126 C.Y.
⑤ Const. Sidewalk Ramp - 2 (Total)
⑥ Remove Exist Structure 0+30 Rt. Const New Irrigation Jct. Box See Details Sheet 2-A Sta. 0+45
⑦ Const. Type III Catch Basins - 2 (Total) Install 12" Storm Sewer - 38' Tr. Exc. 12 C.Y.
⑧ Adjust Water Valve - 2 (Total)
⑨ Match Exist. Curb & Gutter
⑩ Remove Exist. Curb & Gutter
⑪ Adjust Manhole - 2
⑫ Adjust Lamp Hole
⑬ Power Pole Relocate
⑭ Salvage & Remshill 61 Lin. 50" x 31" Arch Pipe. Tr. Exc. 35 C.Y.
⑮ Connect To Exist Pipe Transition Section - 10 (42" Arch Type Pipe
Delete sidewalk
Abandon Pipe Shown Thus:
S.W. 6TH AVENUE
1048
1046
1044
Fin. Grade 43.04
Profile Grade @ ℄
-1.025%
100' V.C.
44.80
+1.947%
100' V.C.
47.35
Subgrade @ ℄ Street
Approx. Top Exist. 48"

13V-14

S.W. 6th Ave. & Dehaven St. (Milton-Freewater) Sec. CITY STREETS UMATILLA COUNTY				Sheet No. 5
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	OS-3001 (1)		See Index

Drawn By: RGU Revised 5/18/7.. RGU
Checked By: JO



PARKVIEW STREET
S.W. 6TH AVE.
S.W. 6TH AVENUE
Approx Paving Limits
Conc. Curb & Gutter
F.H.
W.V.
San M.H.
Depressed Curb For Future Sidewalk Ramp
Δ: 38°30'
T: 116.22'
R: 332.80'
L: 223.63'
4+43.66 P.T.
2+20.03 P.R.C.
Rip Rap
15' Gravel Drive
Small Trees & Shrubs
Conc. Drive
Existing Asphalt
Pavement
Lamp Hole
M.H.
Underground Power Service
Pow. Pole
R/W
43" x 27" L.H. C.M.P.
18" Smooth Round M.P.
20' Gravel Drive
12' Gravel Drive
5+00
19.5 B.C.
17.5 B.C.
25'
12'
Delete sidewalk
Abandon Pipe Shown Thus:
44.80
42.35
48.35
100' V.C.
+1.594%
+0.80%
Ground @ ℄
Subgrade @ ℄ Street
Approx Top Exist 48"
Approx Top 43" x 27" Lowered
1050
1046
1044

(8) Adjust Water Valve - 2 (Total)

(9) Match Extg. Curb & Gutter

(10) Remove Extg Curb & Gutter

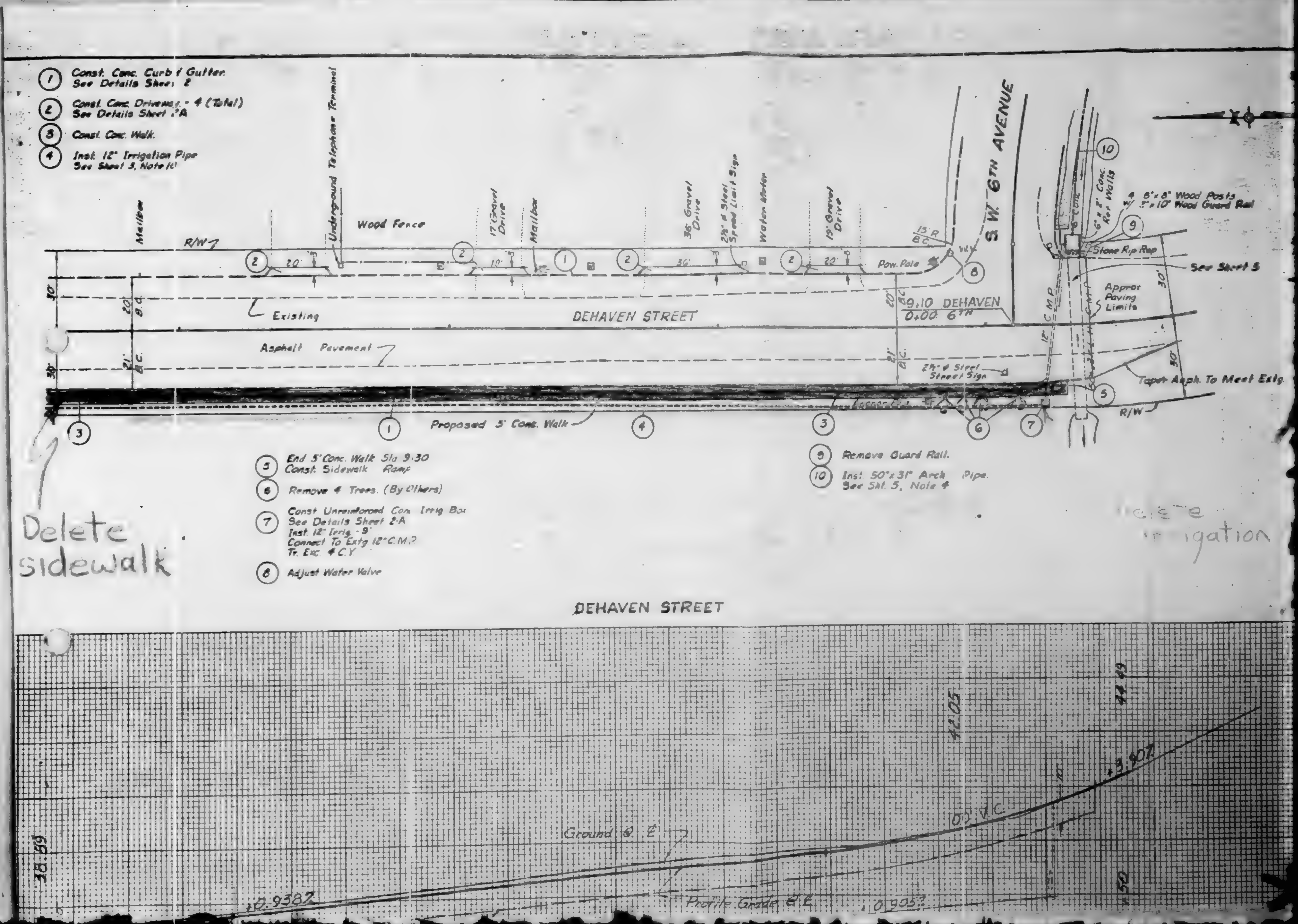
(11) Adjust Manhole - 2 (Total)

(12) Adjust Lamp Hole

(13) Power Pole Relocated By Others

(14) Salvage & Reinstall Gl Lin Ft Exist 50" x 31" Arch Pipe. Tr. Exc. 35 C.Y.

(15) Connect To Exist Pipe Transition Section - 10' (42" Arch Type Pipe To 48" Round Pipe)


Mailbox
R/W
Underground Telephone Terminal
Wood Fence
17' Gravel Drive
Mailbox
36' Gravel Drive
2½" ø Steel Speed Limit Sign
Water Meter
19' Gravel Drive
15' R B.C.
S.W. 6TH AVENUE
Pow. Pole
W.V.
20'
18'
36'
20'
20' B.C.
21' B.C.
30'
Existing
Asphalt Pavement
DEHAVEN STREET
9+10 DEHAVEN
0+00 6TH
2½" ø Steel Street Sign
12" C.M.P.
Stone Rip Rap
6" x 2' Conc. Ret. Walls
4 8"x8" Wood Posts w/ 2"x10" Wood Guard Rail
See Sheet 5
Approx Paving Limits
Taper Asph. To Meet Extg.
R/W
Proposed 5' Conc. Walk
DEHAVEN STREET
38.89
42.05
44.49
Ground @ ℄
Profile Grade @ ℄
0.9382
0.9053
3.907
.02 V.C.
50

① Const. Conc. Curb & Gutter. See Details Sheet 2

② Const. Conc. Driveway - 4 (Total) See Details Sheet 2A

③ Const. Conc. Walk.

④ Inst. 12" Irrigation Pipe See Sheet 3, Note 10

⑤ End 5' Conc. Walk Sta 9+30 Const. Sidewalk Ramp

⑥ Remove 4 Trees. (By Others)

⑦ Const. Unreinforced Conc. Irrig Box See Details Sheet 2A Inst. 12" Irrig. - 9' Connect To Extg 12" C.M.P. Tr. Exc. 4 C.Y.

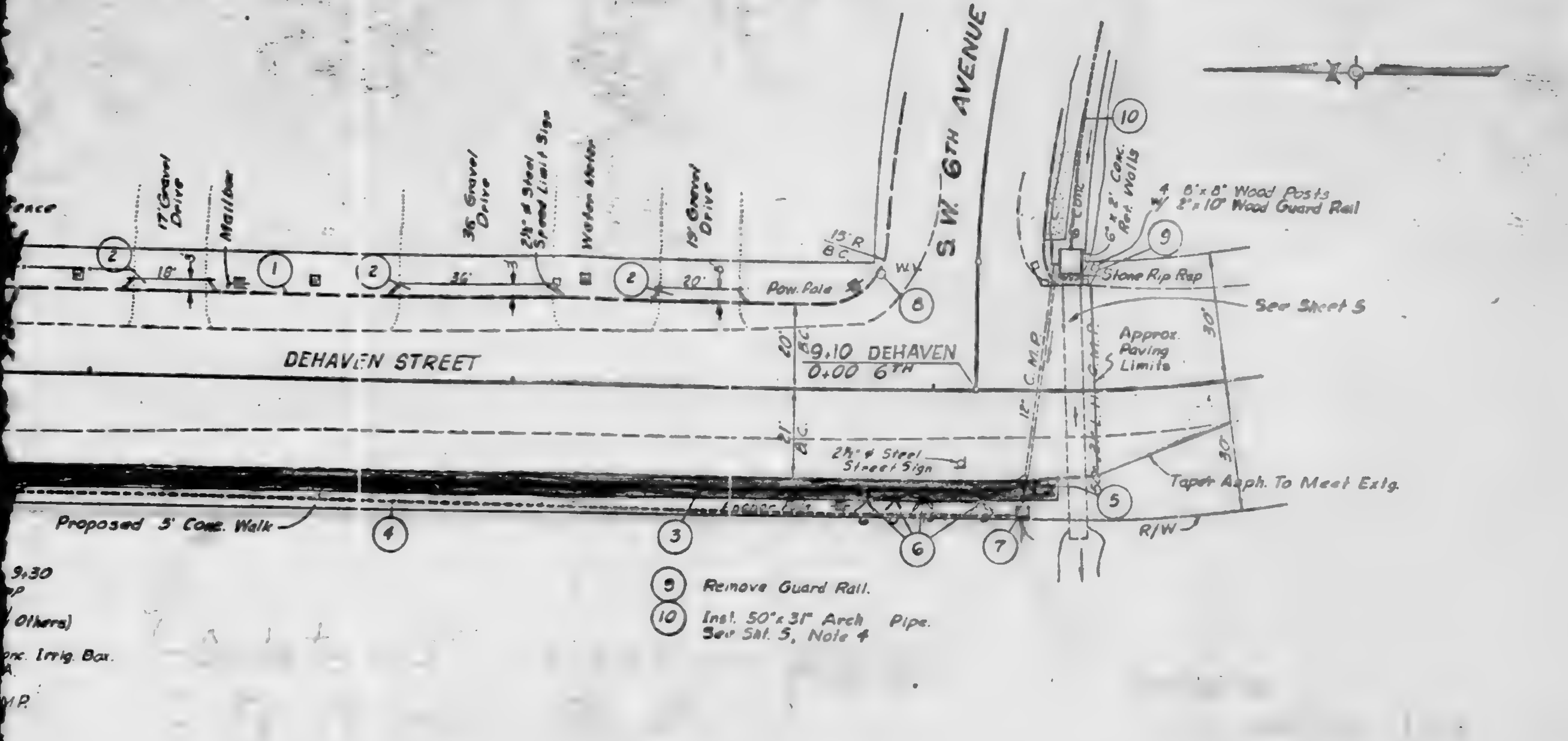
⑧ Adjust Water Valve

⑨ Remove Guard Rail.

⑩ Inst. 50"x31" Arch Pipe. See Sht. 5, Note 4

Delete
sidewalk

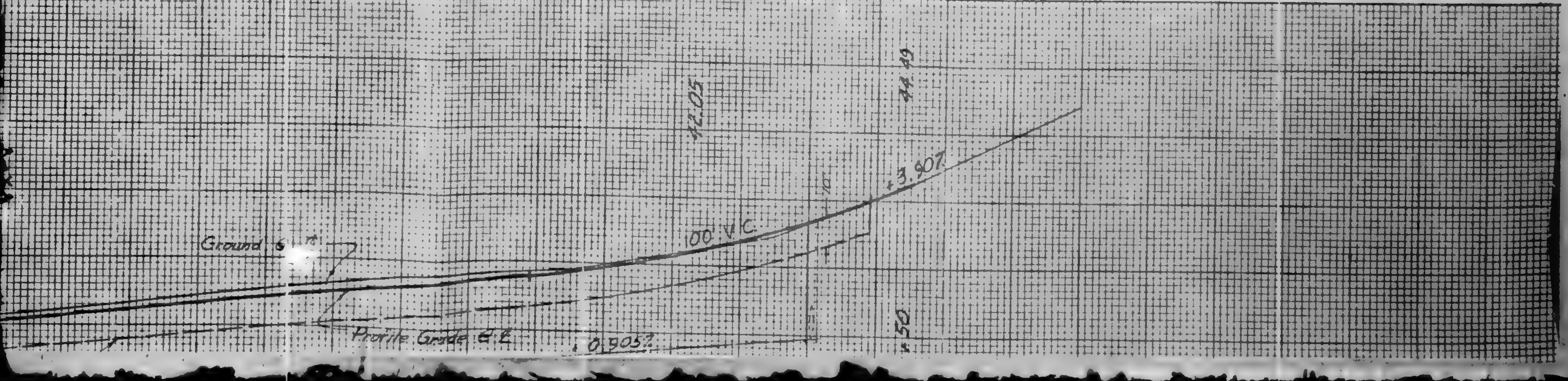
Delete
irrigation


Fence
17' Gravel Drive
Mailbox
18'
36' Gravel Drive
36'
2½" ⌀ Steel Speed Limit Sign
Water Meter
19' Gravel Drive
20'
15' R BC
W.V.
Pow. Pole
S.W. 6TH AVENUE
DEHAVEN STREET
9.10 DEHAVEN
0.00 6TH
20' BC
21' BC
2½" ⌀ Steel Street Sign
12" C.M.P.
6" x 2' Conc. Ret. Walls
6" Conc.
4 8" x 8" Wood Posts w/ 2" x 10" Wood Guard Rail
Stone Rip Rap
See Sheet 5
Approx. Paving Limits
30'
Taper Asph. To Meet Exig.
R/W
Proposed 5' Conc. Walk
9+30
Others)
Conc. Irrig. Box
M.P.
1
2
3
4
5
6
7
8
9
10

⑨ Remove Guard Rail.

⑩ Inst. 50" x 31" Arch Pipe. See Sht. 5, Note 4

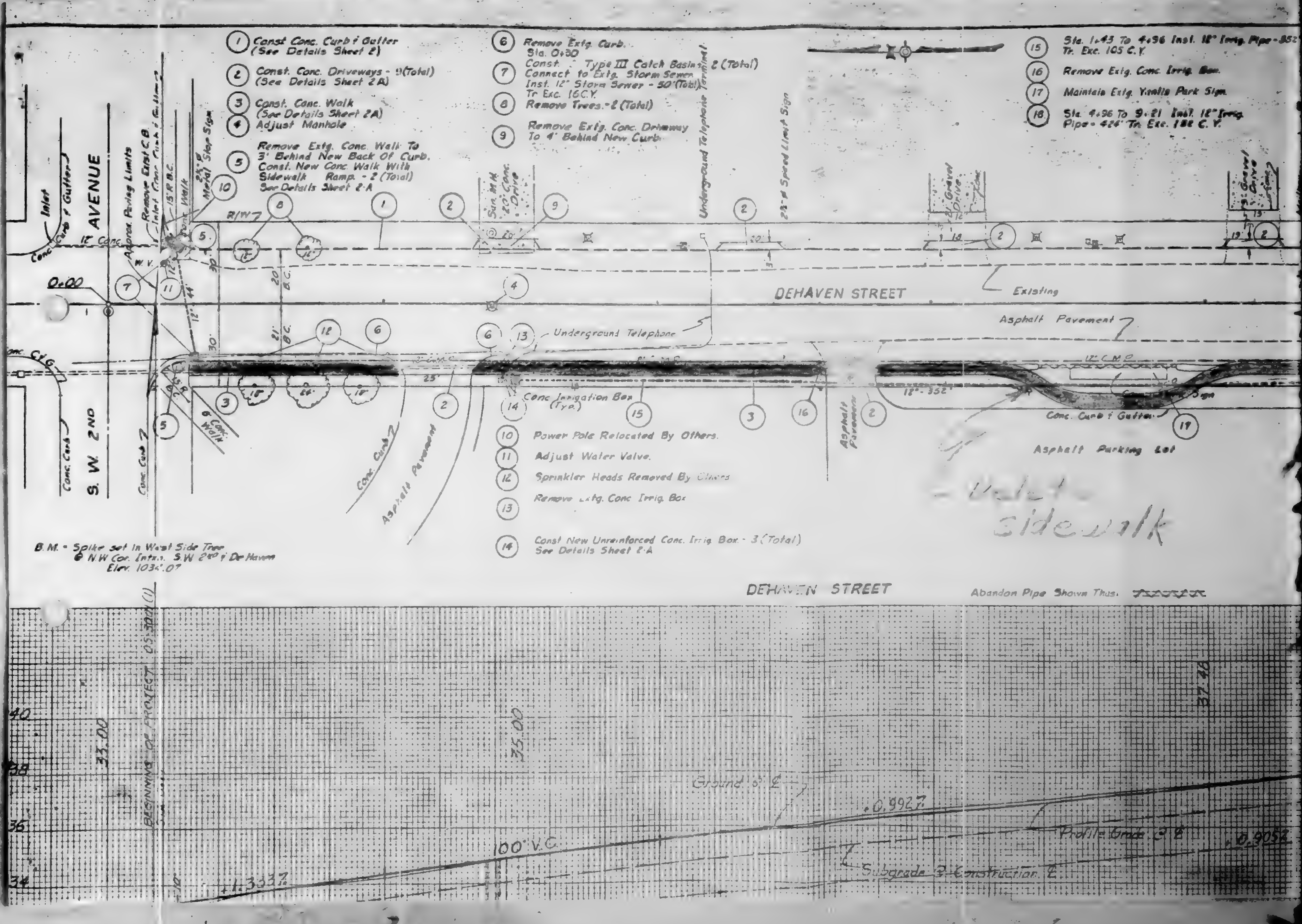
DEHAVEN STREET


42.05
44.49
+3.90%
100 V.C.
10
Ground
Profile Grade ℄
-0.905%
+50

S.W. 6TH AVE. & DEHAVEN ST.
(MILTON-FREEWATER) SEC.
CITY STREETS
UMATILLA COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	03-3001(1)	

Drawn By:
Checked By:
Revised By


① Const Conc. Curb & Gutter (See Details Sheet 2)
② Const. Conc. Driveways - 9(Total) (See Details Sheet 2A)
③ Const. Conc. Walk (See Details Sheet 2A)
④ Adjust Manhole
⑤ Remove Extg. Conc. Walk To 3' Behind New Back Of Curb. Const. New Conc. Walk With Sidewalk Ramp. - 2 (Total) See Details Sheet 2-A
⑥ Remove Extg. Curb. Sta. 0+30
⑦ Const. Type III Catch Basin - 2 (Total) Connect to Extg. Storm Sewer Inst. 12" Storm Sewer - 50'(Total) Tr Exc. 16C.Y.
⑧ Remove Trees.-2 (Total)
⑨ Remove Extg. Conc. Driveway To 4' Behind New Curb.
⑩ Power Pole Relocated By Others.
⑪ Adjust Water Valve.
⑫ Sprinkler Heads Removed By Others
⑬ Remove Extg. Conc Irrig. Box
⑭ Const New Unreinforced Conc. Irrig Box. - 3 (Total) See Details Sheet 2-A
⑮ Sta. 1+43 To 4+96 Inst. 18" Irrig. Pipe-352
Tr. Exc. 105 C.Y.
⑯ Remove Extg. Conc. Irrig. Box.
⑰ Maintain Extg. Yinalla Park Sign.
⑱ Sta. 4+96 To 9+21 Inst. 18" Irrig. Pipe- 424' Tr. Exc. 188 C.Y.
AVENUE
S. W. 2ND
Inlet
Conc. Curb & Gutter
Conc. Curb
12' Conc.
Approx. Paving Limits
Remove Extg C.B.
Inlet Conc Curb & Gutter
15'R B.C.
Conc. Walk
24"-8 Metal Stop Sign
R/W
W.V.
0+00
Conc C&G
Conc. Curb
6' Conc. Walk
B.C.
20
21
30'
12"
44
25
Conc. Curb
Asphalt Pavement
San. M.H.
20' Conc. Drive
Underground Telephone Terminal
24"-8 Speed Limit Sign
Underground Telephone
12' Gravel Drive
Conc
13' Gravel Drive
Conc
DEHAVEN STREET
Existing
Asphalt Pavement
12" C.M.P.
18"-352'
Conc Irrigation Box (Typ.)
Asphalt Pavement
Conc. Curb & Gutter
Sign
Asphalt Parking Lot
Delete Sidewalk
B.M. - Spike set In West Side Tree @ N.W. Cor. Intsn. S.W. 2ND & De Haven Elev. 1034.07
DEHAVEN STREET
Abandon Pipe Shown Thus.
BEGINNING OF PROJECT 05-3011(1)
33.00
35.00
37.46
40
38
36
34
Ground @ ℄
-0.9927
Profile Grade @ ℄
-0.9052
100' V.C.
+1.3337
Subgrade @ Construction ℄

13V-14

S.W. 6th AVE. & DEHAVEN ST. (MILTON-FREEWATER) SEC. CITY STREETS UMATILLA COUNTY				SHEET No. 3
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	03-3001 (1)		See Index

Drawn By: [illegible] Revised 5/14/76 [illegible]
Checked By: [illegible]

⑥ Remove Extg. Curb.
Sta. 0+30
⑦ Const. Type III Catch Basins 2 (Total)
Connect to Extg. Storm Sewer
Inst. 12" Storm Sewer - 50' (Total)
Tr. Exc. 16 C.Y.
⑧ Remove Trees.- 2 (Total)

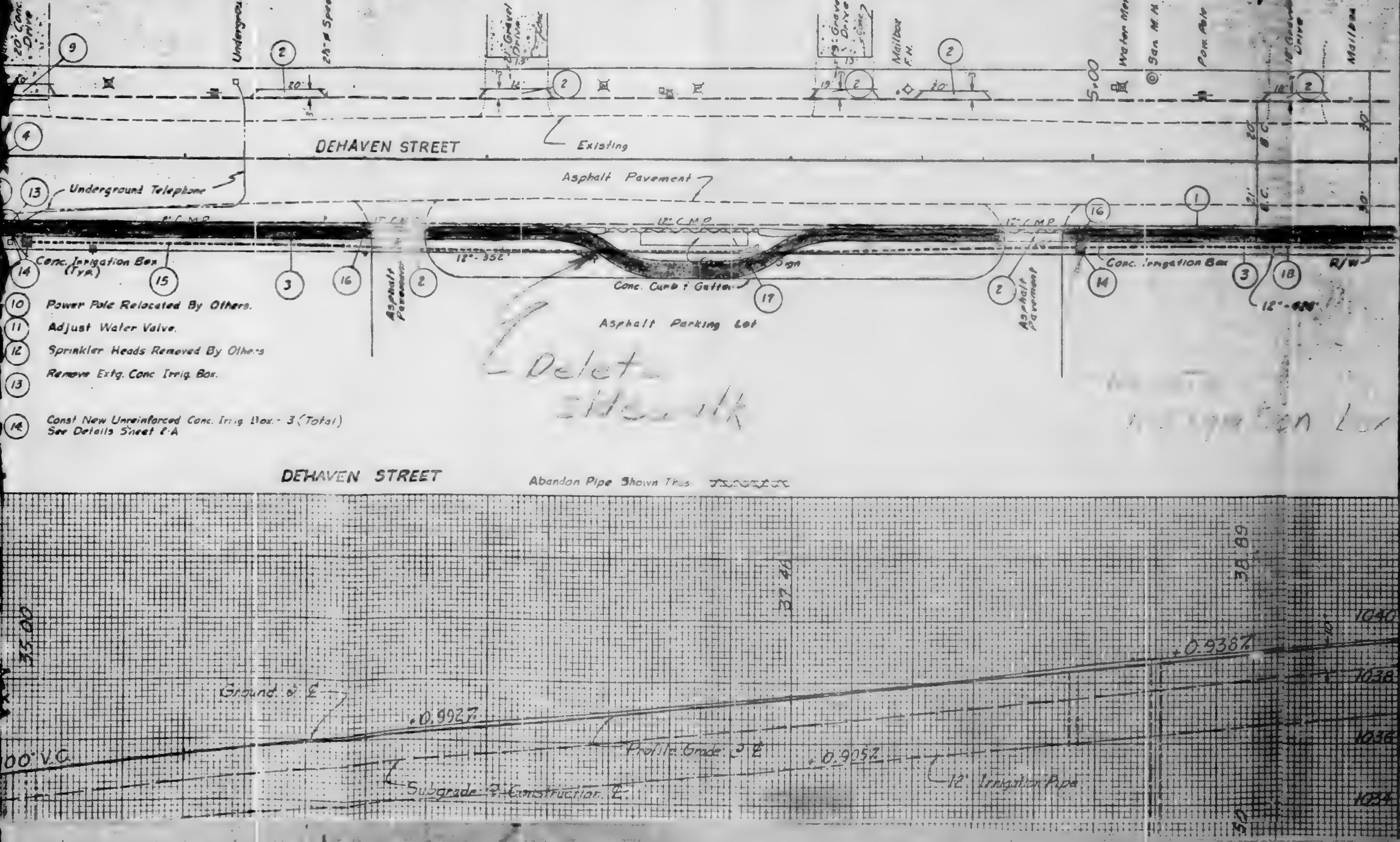
⑨ Remove Extg. Conc. Driveway
To 4' Behind New Curb

⑮ Sta. 1+43 To 4+96 Inst. 12" Irrig. Pipe - 352'
Tr. Exc. 105 C.Y.

⑯ Remove Extg. Conc. Irrig. Box.

⑰ Maintain Extg. Yenlls Park Sign.

⑱ Sta. 4+96 To 9+21 Inst. 12" Irrig.
Pipe - 424' Tr. Exc. 188 C.Y.


20' Conc. Drive
9
Underground Telephone Terminal
2
20'
25 ≠ Speed Limit Sign
Gravel Drive
14'
2
Gravel Drive
19'
2
Mailbox
F.H.
2
20'
5+00
Water Meter
San. M.H.
Pow. Pole
18' Gravel Drive
18'
2
Mailbox
4
DEHAVEN STREET
Existing
Asphalt Pavement
13
Underground Telephone
12" CMP
12" CMP
12" - 352'
12" CMP
12" CMP
16
1
Conc. Irrigation Box (Typ.)
14
15
3
16
Asphalt Pavement
2
Sign
Conc. Curb & Gutter
17
2
Asphalt Pavement
14
Conc. Irrigation Box
3
18
12" - 424'
R/W
Asphalt Parking Lot
Delete Sidewalk
DEHAVEN STREET
Abandon Pipe Shown Thus
35.00
37.46
38.89
1040
1038
1036
1034
+0.938%
Ground @ ℄
-0.992%
-0.905%
Profile Grade @ ℄
12" Irrigation Pipe
Subgrade @ Construction ℄
100' V.C.

⑩ Power Pole Relocated By Others.

⑪ Adjust Water Valve.

⑫ Sprinkler Heads Removed By Others

⑬ Remove Extg. Conc Irrig. Box.

⑭ Const New Unreinforced Conc. Irrig. Box.- 3 (Total)
See Details Sheet 2-A

Form A-169 -5M

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name .... Date .... 19.......

Highway .... Contract No. ....

County .... Prefix ....

Contractor .... F. A. Project No. ....

Address .... Price Agreement No. ....

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Document [illegible]

[illegible]

Document [illegible]

Locations by station numbers:

Names of pay items, estimated quantities and agreed prices:

Bid Item 5, 12" Irrigation Pipe, Delete 350 lin.ft @ 12.90 = -$4386.00

Bid Item 9, Conc. Irrigation Boxes, Delete 2 ea @ 900.00 = -$1,800.00

Bid Item 11, Conc. Walks, Delete, Delete 780 sq.yd. @ 10.80 = -$8,424.00

Total Bid Item Deletions -$14,610.00

Specifications, basis of measurement and other provisions:

It is [illegible] that [illegible] of these Bid Items shall not be the basis of any claims.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $115,459.01

Present estimate of project cost, including $ -0- for work under this order $99,747.82

Expected under-run over-run (amount) $15,711.19

Expected under-run over-run (per cent) 8.6%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Signed .... Contractor

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

By reducing or deleting these items, the contract price could be reduced to $85,276.00. Total cost on the project would then be $99,000.00, with the City of Milton-Freewater's required deposit reduced to $21,800.00. If this method of reducing the contract price is acceptable, the City will relocate the ditch between St. 5 + 80 and 9 + 20 by using its own work forces when the contractor starts work on the project and also, will construct the sidewalk during the winter of 1976-77, with city forces. The end result will remain the same as far as the completed project is concerned. The low bidder, Baldwin and Sutherland, and Jim Dwyer, Consulting Engineer, have agreed to the reduced or deleted items during an informal meeting with both.

If this proposal is acceptable to the Oregon Department of Transportation, we hope that construction may start as soon as possible. If this proposal is not acceptable or might cause considerable delay or require rebidding the project, please advise the City of Milton-Freewater as soon as possible.

Anticipating the acceptance of this proposal we have enclosed a check in the amount of $21,800.00, as our estimate of the City's deposit.

Sincerely yours,

Steve L. Loveland
City Manager

J. D. King
Director of Public Works

JDK:pb

Enclosures:
1. Check to Department of Transportation
2. Mark-up drawing of location of reduced or deleted items.

cc: Jim Dwyer, Consulting Engineer

LOW COST UTILITIES
MILTON-FREEWATER
WATER-SEWER-ELECTRICITY
Since 1889

CITY OF
MILTON-FREEWATER

P.O. Box 108 · Milton-Freewater, Ore. 97862 · Phone 503-938-5531

Office Of
City Manager

August 12, 1976

PROJECT MANAGEMENT
AUG 13 '76
REFER TO:
FCR
Letter
File
Action
R/D
Investigate
Info

Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Larry Rulein

Re: Grading and paving S.W. 6th and
DeHaven, Milton-Freewater -
Project No. 0S-3001 (1)
Contract No. 8414

Dear Sir:

The City of Milton-Freewater has received a tabulation of bids including the City of Milton-Freewater project and also a breakdown of the unit prices as bid on the city project.

The lone bid on this project of $99,876.00 appears to be approximately 24% more than the design estimate. Total cost on the project would be near $115,500.00 with the City of Milton-Freewater required deposit being $37,500.00.

In lieu of this plan the City of Milton-Freewater would like to suggest that certain items be deleted or reduced in quantity on this project as follows:

	Cost of Item
1. Delete Bid Item 11 entirely (sidewalk)	$ 8,414.00 8424
2. Reduce Bid Item 5 by 340' by eliminating the 12" irrigation between approximately St. 5 + 80 and 9 + 20	$ 4,386.00
3. Reduce Bid Item 9 by eliminating concrete irrigation boxes at approximately Sts. 4 + 90 and 9 + 20	$ 1,800.00
Total cost of Items reduced or deleted	$14,600.00

Check sent to Finance - 8-17-76, Contract Awarded 8-17
Price agreement made out for deletion of bid items
8-17-76

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention of
Mr. Steve Loveland
City Manager

Request No. (assigned by staff engineer or head of division) cc 1626

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $21,800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Dehaven Street-S. Elizabeth Street Section on 2nd Avenue Off-System Project Covered by agreement dated 7/30/75		15,300.00
		To be retained		$ 6,500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $21,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
330-1038-295

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191--(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Milton-Freewater
City Hall
Milton-Freewater, OR 97862

Attention of Mr. Steve Loveland
City Manager

Request No. (assigned by staff engineer or head of division) cc 1625

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Rec'd 9/5/75	$ 968.00
Rec'd 12/1/75	570.00
Advance Deposit	$1,538.00

Itemized Statement: Preliminary Engineering

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Dehaven Street-S. Elizabeth Street Section on S.W. 6th Avenue Off-System Project Covered by agreement dated 7/30/75		1,238.00
		To be retained		$ 300.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 330-1916-295

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,538.00

Submitted by: Harold Reynoldson
Harold Reynoldson

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Approved: George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

BALDWIN & SUTHERLAND
INCORPORATED
ASPHALT PAVING CONTRACTORS
GRADING OILING ASPHALT PAVING EXCAVATING
331 WOODLAND - PHONE JA 5-6487 - WALLA WALLA, WASHINGTON 99362

31 August 1976

Department of Transportation
State Highway Building
Salem, Oregon

Re: 6th and DeHaven Streets Contract
City of Milton-Freewater
Umatilla County, Oregon

Gentlemen:

We believe that somewhere in our prequalification file on hand with your office, you have a copy of our by-laws that state that either the President or the Secretary of the corporation may execute documents for the corporation.

Also, please note that contrary to paragraph II, Section III of the contract, we are a Washington corporation, not an Oregon corporation.

Please find enclosed the signed contract documents for this project.

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Norman Baldwin

Norman Baldwin
President

enc. 2

NB/onj

8414

September 7, 1976

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, WA 99362

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8414 for grading and paving on S.W. 6th Avenue and Dehaven Street in Milton-Freewater in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

We have attached to the contract a fully executed copy of the price agreement dated August 11, 1976.

You mentioned in your letter of August 31 that a copy of your by-laws was included in your prequalification file. We are unable to find a copy of these by-laws. If you wish, you may file a copy and we will have them on file for future contracts.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

cc Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97205

bc C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
W. E. Schwartz
W. C. Ferguson
Jim W. Dwyer, P.E.

Dehaven St. & S.W. 6th Ave. (Milton-Freewater) Section
City Streets
Umatilla County

Group 1 - 100%
Contract No. - 8414
Prefix No. - 330-1038
330-1916 P.E.

G- file

Oregon State Highway Division
Salem, Oregon September 7, 1976

Federal Aid Project
No. OS-3001(1)

Dehaven St. & S.W. 6th Ave. (Milton-Freewater) Section
City Streets
Umatilla County

Project agreement estimate.

Type Code P.E.
Preliminary Engineering — All Required — $ 7,000.00

Type Code 6201
Roadway (Dehaven St. & S.W. 6th Ave.)

Removal of Structures and Obstructions	All Required			$ 3,390.00
General Excavation	2,000	cu.yd.	3.85	7,700.00
1"-0 Aggregate Base	2,960	tons	6.90	20,424.00
Class "C" Asphalt Concrete	760	tons	24.75	18,810.00
12-inch Irrigation Pipe	790	lin.ft.	12.90	10,191.00
12-inch Storm Sewer Pipe	90	lin.ft.	8.00	720.00
42-inch Arch Type Pipe	152	lin.ft.	36.00	5,472.00
Catch Basins, Type II	4	only	425.00	1,700.00
Concrete Irrigation Boxes	4	only	900.00	3,600.00
Concrete Irrigation Structure	1	only	4,175.00	4,175.00
Concrete Walks	780	sq.yd.	10.80	8,424.00
Sidewalk Ramps	3	only	100.00	300.00
Concrete Driveways	150	sq.yd.	13.80	2,070.00
Concrete Curbs	3,050	lin.ft.	3.50	10,675.00
Salvaging and Relaying Pipe	61	lin.ft.	25.00	1,525.00
Adjusting Manholes	3	only	100.00	300.00
Adjusting Water Valves	4	only	75.00	300.00
Adjusting Lamp Holes	1	only	100.00	100.00
				$ 99,876.00

Anticipated Items

Relocate Power Poles	All Required	$ 1,850.00
	Subtotal	$101,726.00
	Engineering	13,733.00
	Total	$115,459.00

Length of Project - - - - - - - - 0.29 miles
Cost of Roadway Per Mile- - - - - $398,134.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,000.00	$ 4,470.00	$ 2,530.00
Roadway	115,459.00	73,720.00	41,739.00
Totals	$122,459.00	$ 78,190.00	$44,269.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8412.

STATE COPY

Form Approved; O M B No. 04-R2089

15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9.V	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9. 20. 76	State Oregon County Umatilla Project No. OS-3001(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets (Milton-Freewater)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-10-75	0.29
RIGHTS-OF-WAY		
CONSTRUCTION	11-10-75	0.29
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,459	$ 78,190

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G.L. Green

Date executed by Division Administrator SEP 20 19

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----CYNTHIA L. SCOTT-----

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of FIREMAN'S FUND INSURANCE COMPANY adopted on the 19th day of November, 1965, and now in full force and effect

Article VIII. *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of FIREMAN'S FUND INSURANCE COMPANY at a meeting duly called and held on the 15th day of July, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 10th day of August 1976.

FIREMAN'S FUND INSURANCE COMPANY

By William W. Lauber

WILLIAM W. LAUBER, Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 10th day of August, 1976, before me personally came WILLIAM W. LAUBER, to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

H. GRADY NEWBERRY
NOTARY PUBLIC – CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Sept. 28, 1976

H. Grady Newberry

H. GRADY NEWBERRY, Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Resident Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a CALIFORNIA Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked, and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 5th day of October 1976.

Winifred H. Browne

WINIFRED H. BROWNE, Assistant Secretary

360545 (HO)—FF—10-75

RECORDING REQUESTED BY

AND WHEN RECORDED MAIL TO

Name

Street Address

City State Zip

GENERAL POWER OF ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----CYNTHIA L. SCOTT-----

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of FIREMAN'S FUND INSURANCE COMPANY adopted on the 19th day of November, 1965, and now in full force and effect

"Article VIII. *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of FIREMAN'S FUND INSURANCE COMPANY at a meeting duly called and held on the 15th day of July, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 10th day of August, 1976.

FIREMAN'S FUND INSURANCE COMPANY

By William W. Lauber

WILLIAM W. LAUBER, Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 10th day of August, 1976, before me personally came WILLIAM W. LAUBER, to me known, who, being by me duly sworn, did depose and say that he is Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

H. GRADY NEWBERRY
NOTARY PUBLIC – CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Sept. 28, 1976

H. Grady Newberry

H. GRADY NEWBERRY, Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Resident Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a CALIFORNIA Corporation, DO HEREBY CERTIFY

FIREMAN'S FUND AMERICAN
INSURANCE COMPANIES

RIDER

To be attached to and form part of Bond No. 629 5747 on behalf of Baldwin & Sutherland

in favor of The State of Oregon

It is agreed that:

The bond penalty is decreased from Ninety-Nine Thousand Eight Hundred Seventy-Six Dollars ($99,876.00**) to Eighty-Five Thousand Two Hundred Sixty-Six Dollars ($85,266.00**).

This rider is effective as of noon on August 20, 1976, standard time as specified in the attached bond.

ACCEPTED:

State of Oregon
10-15-76

Accepted:

FIREMAN'S FUND INSURANCE COMPANY

Cynthia L. Scott
Authorized Agent
Cynthia L. Scott, Attorney-in-Fact

Baldwin & Sutherland, Inc.
Insured

By Norman Baldwin Title

GENERAL USE RIDER.
360352-3-67

LLOYD'S
INSURANCE REAL ESTATE

October 8, 1976

Department of Transportation
State Highway Building
Salem, Oregon

Attention: C. W. Head, Commission Service

Re: Baldwin and Sutherland, Inc.
Contract 8414

Gentlemen:

Enclosed is a Rider to be attached to bond 629 5747 which reduces the bond penalty from $99,876 to $85,266.

Please sign this at the place marked "accepted" and return to us for the bonding company. This is in connection with work on S. W. 6th Avenue and Dehaven Street in Milton-Freewater, Oregon.

Sincerely,

Iris Giordano

Mrs. Iris Giordano

Sollis says OK
C.H.
10/14

P. S. The copy is to be returned to us. The original should be attached to the bond which you have in your files.

99,876
85,266
14,610

RECEIVED
OCT 11 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4 EAST ALDER STREET • WALLA WALLA, WASHINGTON 99362 • (509) 525-4110

8414

October 15, 1976

Lloyd's Insurance Real Estate
4 East Alder Street
Walla Walla, WA 99362

Attention: Mrs. Iris Giordano

Gentlemen:

Reference is made to your letter of October 8, 1976, concerning the Baldwin & Sutherland, Inc., Contract No. 8414. We are returning a copy of the rider signed by Mr. Coulter, State Highway Engineer, which reduces the contract amount from $99,876 to $85,266.

The reduction was due to the deletion of bid items 5, 9 and 11 amounting to $14,610.

The original rider is being filed with our contract and bond covering this project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Enc.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	CONTRACTOR ADJUSTING MANHOLES & VALVES & MISC CLEANUP.
TUESDAY	CONTRACTOR ADJUSTING MH'S & VALVES & MISC CLEANUP
WEDNESDAY	SAME AS ABOVE.
THURSDAY	CONTRACTOR FINISHED ADJUST MHS. VALVES ETC & CLEANUP
FRIDAY	
SATURDAY	

REMARKS

RECEIVED
NOV 12 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

SIGNED Jim O. [illegible] P.E. LOCATION WALLA², WASH.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8414 1

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SW 6TH AVE & DEHAVEN ST - M-F. ORE.

WEEK ENDING: NOV. 6TH, 1976

SECTION PREFIX: 330 - 1038

HIGHWAY: CITY STREETS

COUNTY: UMATILLA

NAME OF JOB: SW 6TH & DEHAVEN - M-F, ORE

KIND OF WORK: GRADE & PAVE

CONTRACTOR: BALDWIN & SUTHERLAND, INC.

CONTRACT NUMBER: 8414

FEDERAL AID PROJECT NUMBER: 05 - 3001 (1)

DATE OF CONTRACT: 8-17-76

DATE WORK STARTED: 9-21-76

ESTIMATED COMPLETION DATE: 11-4-76

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 67

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 112

PROJECT AUTHORIZATION: $ 115,457.01

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 99,747.82

ENGINEERING AUTHORIZATION: $ 9,155.34

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 77%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,036.00

ENGINEERING COST TO DATE: $ 6,000.00

DATE PROJECT WAS COMPLETED: 11-4-76

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.6 %

PERCENT OF AUTHORIZATION: 66%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2000 CY	2960 TON			760 TON
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1800 CY	2390 TON			767 TON.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1- BACKHOE SMALL ROLLER
1- JACKHAMMER

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY	CLDY, RAIN	1		
TUESDAY	OVERCAST COOL	1		
WEDNESDAY	OVERCAST COOL	1		
THURSDAY	OVERCAST COOL	1		
FRIDAY		0		
SATURDAY		0		

Routing
___ Keasey K RECEIVED ___ Richards
___ Bond ___ Glenn
___ Jackmond NOV 15 1976 ___ Berg
___ Harwood
___ Johnsen CONSTRUCTION
___ Walker SECTION

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INITIAL REPORT
and Final Report

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 12-10-76	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. OS-3001(1)

IN COMPANY WITH
W. E. Fergusen, Res. Engr.

LOCATION
City of Milton-Freewater

CEIVED
ATE HWY ENGR
JAN 26 '77
REFER TO
Cy Keasey

CONTRACTOR NAME AND ADDRESS
Baldwin and Sutherland Inc. Walla Walla, Washington

AWARD DATE 8-17-76	CONTRACT AMOUNT $99,876	TIME ALLOWED 60 C.D.	TIME STARTED 8-30-76	WORK STARTED 9-21-76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100%	WORK COMPLETED 100%	

REMARKS

SW 6th AVE AND DE HAVEN ST.
MILTON-FREEWATER OREGON

The project work consisted of constructing 0.29 miles of road, including base, AC pavement, curbs and sidewalk.

Visually the project appeared to have been constructed in reasonable conformance to the plan dimensions.

The engineering on the project was performed by a firm of Jim Dwyer, a professional engineer,by means of a contract with the City of Milton-Freewater. I did not check his work while in progress nor his project records. However, the State indicated that,according to the checks they made, the materials incorporated into the project reasonably met specification requirements.

Reports on tests performed on two record samples were received by this office. One sample met specification requirements; the other sample contained a slight excess of material passing the ¼" sieve.

Based on this information and the good visual appearance of the project, I recommend the project be accepted.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

5214

13

1859

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1976

The Oregon Bank
Safekeeping Department
P.O. Box 2715
Portland, OR 9720

Re: Waybo Inc.
Contract 8314

Our contract 8314 with Waybo Inc. has been finaled; you may release the $7,000 portion of certificate of deposit #334 to the contractor.

Vernon E. Skoog
Controller

By ______________________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Waybo Inc.

bc: C.W. Head
R. Church
C. Barrett

BALDWIN & SUTHERLAND
INCORPORATED
ASPHALT PAVING CONTRACTORS
GRADING - OILING - ASPHALT PAVING - EXCAVATING
331 WOODLAND - PHONE JA 5-6487 - WALLA WALLA, WASHINGTON 99362

31 August 1976

Department of Transportation
State Highway Building
Salem, Oregon

Re: 6th and DeHaven Streets Contract
City of Milton-Freewater
Umatilla County, Oregon

Gentlemen:

We believe that somewhere in our prequalification file on hand with your office, you have a copy of our by-laws that state that either the President or the Secretary of the corporation may execute documents for the corporation.

Also, please note that contrary to paragraph II, Section III of the contract, we are a Washington corporation, not an Oregon corporation.

Please find enclosed the signed contract documents for this project.

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Norman Baldwin

Norman Baldwin
President

enc. 2

NB/onj

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801

2 December 1976

SUBJECT: S.W. 6th & Dehaven St.
(Milton-Freewater)
Umatilla County
Contract 8414

To: Mr. W. E. Schwartz
Regional Engineer
La Grande

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE DEC 6 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Enclosed is a request for time extension. I recommend this extension be granted. You will note that Steve Loveland has attached his initialed approval of this extension also.

W C Ferguson
W. C. Ferguson
Resident Engineer

WCF:ll
cc.:file

Cy C. T. Keasey

attach
ORG TO CONST.

We concur.

Dale Allen 12/7/76

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond DEC 9 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

Jim D. Dwyer P.E.
10 N. Madison St.
Walla Walla,Wash. 99362

Mr. W. C. Ferguson
Resident Engineer
Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE NOV 30 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Re: Contract #8414 -- S.W. 6TH & Dehaven St., M-F, Oregon

Dear Bill:

Enclosed please find the following:

1. Pay Estimate #2 (Semi-Final)
2. Final Wage Rate Certification for Baldwin & Sutherland and W. J. Shockman & Son
3. E.E.O. Monthly Reports for Baldwin & Sutherland and W. J. Shockman & Son
4. Contractor's request for Extension of Time

For George 11-30-76 & Geo rec'd to Ferguson on

To Salem

I have reviewed the contractor's request for extension of time with Mr. Steve Loveland, City Manager, Milton-Freewater, Oregon. We feel the contractor did in good faith expedite his work to complete the project on time, and that completion of the project was delayed approximately one week by the inability of his pipe supplier, Kaiser Aluminum, to furnish the 50" x 31" arch pipe on schedule.

We therefore, feel the assessment of liquidated damages is not necessary, and recommend an extension of time in the amount of seven (7) calendar days be granted.

Very truly yours,

Jim D. Dwyer

Jim D. Dwyer P.E.

11/22/76

I agree with the one week extension of this contract.

S. L. L.

(Steve Loveland)
City Manager
Milton - Freewater

RECEIVED
DEC 2 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

RECEIVED
NOV 24 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8414 Contractor BALDWIN & SUTHERLAND, INC.

Highway CITY STREETS

Section SW 6TH AVE. & DEHAVEN ST., M-F, ORE.

Kind of Work GRADE & PAVE.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend a complete time extension because of delay in executing the contract.

Recommended for Approval:

Division Engineer

For
Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

State Printing 87833

Contract No.

Project designation
State-Federal

Date awarded

Work started

Per cent completed
Date

No. of Workdays Allowed

No. of Workdays Used

No. of Added Workdays Requested

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 6 October, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 8414, without the assessment of liquidated damages. The said contract is described as follows: S.W. 6th and DeHaven in Milton-Freewater, Oregon.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The calender day count began August 30, 1976. We did not recieve an executed copy until after September 10, 1976. This held up our subcontract agreements.

Secondly, our pipe did not arrive until after the 10th, although we ordered early. We could not break ground without the pipe on hand.

Respectfully submitted,

BALDWIN & SUTHERLAND, Inc.
Contractor

By President

CONSENT OF SURETY

Date Oct 6, 1976

We, Firemans Fund Insurance Co, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

RECD OCT. 7, 76
gc

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	CONTRACTOR ADJUSTING MANHOLES & VALVES & MISC CLEANUP.
TUESDAY	CONTRACTOR ADJUSTING M.H'S & VALVES & MISC CLEANUP
WEDNESDAY	SAME AS ABOVE.
THURSDAY	CONTRACTOR FINISHED ADJUST MH'S VALVES ETC & CLEANUP
FRIDAY	
SATURDAY	

REMARKS

RECEIVED
NOV 12 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

SIGNED Jim O. [illegible] P.E. LOCATION WALLA^2, WASH

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8414 1

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SW 6TH AVE & DEHAVEN ST - M-F. ORE-

WEEK ENDING: NOV. 6TH, 1976

SECTION PREFIX: 330 - 1038

HIGHWAY: CITY STREETS

COUNTY: UMATILLA

NAME OF JOB: SW 6TH & DEHAVEN - M-F, ORE

KIND OF WORK: GRADE & PAVE

CONTRACTOR: BALDWIN & SUTHERLAND, INC.

CONTRACT NUMBER: 8414

FEDERAL AID PROJECT NUMBER: 05-3001(1)

DATE OF CONTRACT: 8-17-76

DATE WORK STARTED: 9-21-76

ESTIMATED COMPLETION DATE: 11-4-76

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 67

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 112

PROJECT AUTHORIZATION: $ 115,457.01

EXCLUSIVE OF ENGINEERING: $ 99,747.82

ENGINEERING AUTHORIZATION: $ 9,155.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,036.00

ENGINEERING COST TO DATE: $ 6,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 77%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.6 %

PERCENT OF AUTHORIZATION: 66% %

DATE PROJECT WAS COMPLETED: 11-4-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2000 CY	2960 TON			760 TON
TOTAL QUANTITIES CORRECTED TO DATE	1800 CY	2390 TON			767 TON.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBFR OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1- BACKHOE SMALL ROLLER
1- JACKHAMMER

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY	CLDY, RAIN	1		
TUESDAY	OVERCAST COOL	1		
WEDNESDAY	OVERCAST COOL	1		
THURSDAY	OVERCAST COOL	1		
FRIDAY		0		
SATURDAY		0		

Routing
Keasey K RECEIVED Richards
Bond Glenn
Jackson NOV 15 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INITIAL REPORT
and Final Report

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon

DATE OF INSPECTION 12-10-76	INSPECTION MADE BY R. A. Nichols, Area Engineer	PROJECT NO. OS-3001(1)

IN COMPANY WITH
W. E. Fergusen, Res. Engr.

LOCATION
City of Milton-Freewater

[illegible] ENGR
JAN 26 '77
REFER TO
cy Keasey
FOR

CONTRACTOR NAME AND ADDRESS
Baldwin and Sutherland Inc. Walla Walla, Washington

AWARD DATE 8-17-76	CONTRACT AMOUNT $99,876	TIME ALLOWED 60 C.D.	TIME STARTED 8-30-76	WORK STARTED 9-21-76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100%	WORK COMPLETED 100%	

REMARKS

SW 6th AVE AND DE HAVEN ST.
MILTON-FREEWATER OREGON

The project work consisted of constructing 0.29 miles of road, including base, AC pavement, curbs and sidewalk.

Visually the project appeared to have been constructed in reasonable conformance to the plan dimensions.

The engineering on the project was performed by a firm of Jim Dwyer, a professional engineer,by means of a contract with the City of Milton-Freewater. I did not check his work while in progress nor his project records. However, the State indicated that,according to the checks they made, the materials incorporated into the project reasonably met specification requirements.

Reports on tests performed on two record samples were received by this office. One sample met specification requirements; the other sample contained a slight excess of material passing the ¼" sieve.

Based on this information and the good visual appearance of the project, I recommend the project be accepted.

5211

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 13, 1976

The Oregon Bank
Safekeeping Department
P.O. Box 2715
Portland, OR 97208

Re: Waybo Inc.
Contract 8314

Our contract 8314 with Waybo Inc. has been finaled; you may release the $7,000 portion of certificate of deposit #334 to the contractor.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Waybo Inc.

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

BALDWIN & SUTHERLAND
INCORPORATED
ASPHALT PAVING CONTRACTORS
GRADING - OILING - ASPHALT PAVING - EXCAVATING
331 WOODLAND - PHONE JA 5-6487 - WALLA WALLA, WASHINGTON 99362

31 August 1976

Department of Transportation
State Highway Building
Salem, Oregon

Re: 6th and DeHaven Streets Contract
City of Milton-Freewater
Umatilla County, Oregon

Gentlemen:

We believe that somewhere in our prequalification file on hand with your office, you have a copy of our by-laws that state that either the President or the Secretary of the corporation may execute documents for the corporation.

Also, please note that contrary to paragraph II, Section III of the contract, we are a Washington corporation, not an Oregon corporation.

Please find enclosed the signed contract documents for this project.

Sincerely,

BALDWIN & SUTHERLAND, Inc.

Norman Baldwin

Norman Baldwin
President

enc. 2

NB/onj

FORM E-30 20M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801

2 December 1976

SUBJECT: S.W. 6th & Dehaven St.
(Milton-Freewater)
Umatilla County
Contract 8414

To: Mr. W. E. Schwartz
Regional Engineer
La Grande

☐ RE ☐ RCE ☐ RBE ☐ RME
ROE DEC 6 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Enclosed is a request for time extension. I recommend this extension be granted. You will note that Steve Loveland has attached his initialed approval of this extension also.

WC Ferguson
W. C. Ferguson
Resident Engineer

WCF:11
cc.:file

Cy C.T. Kearney

attach
Org to Const.

We concur.

Dale Allen 12/7/76

Routing
Kearney
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
DEC 9 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

Jim D. Dwyer P.E.
10 N. Madison St.
Walla Walla,Wash. 99362

Mr. W. C. Ferguson
Resident Engineer
Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE NOV 30 1976 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Re: Contract #8414 — S.W. 6TH & Dehaven St., M-F, Oregon

Dear Bill:

Enclosed please find the following:

1. Pay Estimate #2 (Semi-Final)
2. Final Wage Rate Certification for Baldwin & Sutherland and W. J. Shockman & Son
3. E.E.O. Monthly Reports for Baldwin & Sutherland and W. J. Shockman & Son
4. Contractor's request for Extension of Time

For George 11-30-76 &
Geo retd to Ferguson on
To Salem

I have reviewed the contractor's request for extension of time with Mr. Steve Loveland, City Manager, Milton-Freewater, Oregon. We feel the contractor did in good faith expedite his work to complete the project on time, and that completion of the project was delayed approximately one week by the inability of his pipe supplier, Kaiser Aluminum, to furnish the 50" x 31" arch pipe on schedule.

We therefore, feel the assessment of liquidated damages is not necessary, and recommend an extension of time in the amount of seven (7) calendar days be granted.

Very truly yours,

Jim D. Dwyer

Jim D. Dwyer P.E.

11/22/76
I agree with
the one week
extension of
this contract.

(Steve Loveland)
City Manager
Milton - Freewater

RECEIVED
DEC 2 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

RECEIVED
NOV 24 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8414 Contractor BALDWIN & SUTHERLAND, INC.

Highway CITY STREETS

Section SW 6TH AVE. & DEHAVEN ST., M-F, ORE.

Kind of Work GRADE & PAVE.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a complete time extension because of delay in executing the contract.

Recommended for Approval:

Division Engineer

for
Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. ....
Project designation .... State-Federal
Date awarded ....
Work started ....
Per cent completed .... Date ....
No. of Workdays Allowed ....
No. of Workdays Used ....
No. of Added Workdays Requested ....

State Printing 37939

The consultant, the City Manager, our liaison engineer and the Region all recommend this time extension. I agree, based on the misunderstanding in executing the contract and the contractor's cooperation in entering into the scaled down contract with no change in the bid prices, and the current indication that the engineering will underrun.

We understand that Off-System work can be administered the same as federal-aid secondary which ordinarily does not have to go to FHWA for concurrence.

A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: Robert Church

FORM 81-734-3030

FILE: CON 5 #8414

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 15, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: 6th & DeHaven Streets
(Milton-Freewater)
Contract No. 8414
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith a request from Baldwin & Sutherland, Inc. for an unspecified number of days (this was prepared before the project was completed).

The contractor cites an alleged delay in receiving an executed copy of the contract and an alleged but undocumented delay in securing pipe. This is an Off-System project engineered by a consultant. This request is poorly prepared and poorly presented, but seems to be about all we can expect on this kind of work. The project got off to a shakey start with bids opened July 29 and only one bidder. The amount of the bid exceeded the City's financial capability, so a documentary price agreement to reduce three bid items was submitted to the contractor along with the contract on August 18. Day count started August 30.

The contract had to be returned to the contractor for proper signatures on August 30. The signed copy was then returned to the contractor September 7. Work started September 21 and continued fairly steady to completion November 4 with seven days liquidated damages counted at $75 per day.

Section 103.08 of the Standard Specs. restricts commencement of work until the executed contract and bond are delivered to the Transportation Commission. The 20-day time in which to accomplish that was met in this case. The specs. do not require work to wait until fully executed contracts are delivered back to the contractor but their own business practices could make it prudent. Sending the contract out a second time to secure proper execution did possibly cause an extra delay. The contractor's August 31 letter returning the contract to the State for the second time explains why the President's signature was thought to be unnecessary. The contract allowed only 60 days, aiming for completion in the remainder of the 1976 season, so the loss of even a few days in late August or early September was significant.

There was only one subcontract on the project, but it covered 39-1/2 percent of the work including the early items for grading and culvert work. It is dated August 31 (indicating the contractor did not wait for the executed contract).

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8414

December 21, 1976

Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, Washington 99362

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8414 for work on Sixth and DeHaven Streets (Milton-Freewater) in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of seven days is granted because of delay in executing the contract. This will delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

GNH/MCH:sch
8/6/76

PROJECT CERTIFICATION BY LOCAL AGENCY

Date: February 2, 1977

Regional Engineer
Oregon State Highway Division

Subject: Project No. OS-3001 (1)

Dear Sir:

This is to acknowledge that I have been apprised by the Oregon State Highway Division of the applicable design standards, specifications, other technical requirements, and administrative controls including those of the Federal Highway Administration.

I hereby certify that:

1. All social, economic and environmental factors were considered.

2. All right-of-way negotiations and acquisition functions were conducted in compliance with applicable Federal and State statutes, rules and regulations.

3. Field survey and design phases were accomplished in accord with manuals and instructions prepared and furnished by the Oregon State Highway Division.

4. Contract plans and specifications, and acceptable construction practices were adhered to during physical construction of the project.

5. All of the materials used were in reasonably close conformity to specification requirements of the contract.

6. The results of tests on record samples are reasonably representative of the materials incorporated in the work.

7. Payment for all quantities, and progress payments to the contractor have been properly documented in the project files.

8. Adequate records and reports have been maintained in the project files to document all phases of the project being in compliance with FHWA and State standards and procedures. The records will be maintained for a period of three years following final payment, and will be available for inspection by State and Federal officials at any convenient time.

2-8-77

Hal - this matches cert. that the Feds approved Aug 6, 1976

H

Sincerely,

Steve L. Loveland

Steve L. Loveland
City Manager
City of Milton-Freewater

8414

April 7, 1977

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8414 awarded to Baldwin & Sutherland, Inc. for work on S.W. 6th Avenue & Dehaven Street in Milton-Freewater in Umatilla County was completed on November 4, 1976 and accepted by the State Highway Engineer on April 6, 1977.

Final payment in the amount of $500 will be released to the contractor after April 12, 1977. The total contract amount is $81,077.77 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Baldwin & Sutherland, Inc.
331 Woodland
Walla Walla, WA 99362

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

STATE COPY 8414-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-3001 (1)	2. COUNTY Umatilla	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved roadbed grading, aggregate base, asphalt concrete pavement, minor irrigation structures, irrigation pipe, storm sewers, concrete curbs, sidewalks, and driveways. All work was performed on the "S.W. 6th and Dehaven St. (Milton Freewater) Section."

RECEIVED
STATE HWY ENGR
JAN 3 78
REFER TO

5. CONTRACTOR'S NAME Baldwin & Sutherland	6. CONTRACT AMOUNT $99,876.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* Deasy

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
JAN 0 3 1978
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 41 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.29	40		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY R. A. Nichols, Area Engr	11. DATE OF INSPECTION 12-10-76

12. IN COMPANY WITH
W. E Fergusen, OSHD, Liaison Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 1-25-78	17. TITLE District Engineer	18. DATE 1-25-78

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 24, 1978

CITY Milton-Freewater **Contract No.** 8414 **Date Completed** 11/4/76

PROJECT # OS-3001(1) **Section** S.W. 6th Ave. and Dehaven St. (Milton-Freewater)

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
P.E.	(Fed. Part.)		$ 5,997.09
Payment to Contractor			$ 83,213.77
Engineering			3,217.87
Total Construction Cost (Fed. Part.)			$ 86,431.64
P.E.	(Non Part.)		$ 8.34
Int. paid to Contractor			11.83
Const. Engineering			65.87
Total	(Non Part.)		$ 86.04
Total project costs			$ 92,514.77
Federal funds collected			$ 72,270.02
City share of project costs		$ 92,514.77	
Federal Funds Collected		-72,270.02	
P.E. advance deposit		- 1,538.00	
Construction advance deposit		-21,800.00	
Refund due City		$ 3,093.25	

Reference: **Billing Form** CC 1859

[illegible]

OREGON STATE HIGHWAY [illegible]VISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Milton-Freewater
City Council
City Hall
Milton-Freewater, OR 97862

Attention of Mr. Steve L. Loveland
City Manager

Request No. (assigned by staff engineer or head of section) CC 1859

Date July 24, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: S.W. 6th Ave. and Dehaven St. (Milton-Freewater) Section
Off System Project
OS-3001(1)
Covered by agreement #5461
P.E. Advance deposit $1,538.00
Const. Advance deposit $21,800.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City Advance deposit	$23,338.00	
		Amt. previously transferred	$16,538.00	
				$6,800.00
		City share of Project Costs	$20,244.75	
		Amt. previously transferred	$16,538.00	
				$3,706.75
Note: Please send a copy of itemized statement along with refund.		Refund due City		$3,093.25

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 23,338.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 16,538.00

Give the number of the last previous request in connection with this same service. CC 1625
CC 1626

Credit distribution:
330-1916-295
330-1038-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

C & A 5461 10-6-75

8414 S.W. 6th Ave. & Dehaven St. 1976
(Milton-Freewater) Sec.
(Grading & paving)

75-14
470

972-K

NOTED
H. S. COULTER

(2) Oregon Journal, Wednesday, June 11, 1975 7

Waterfront Plan Draws Praises

Plans for completing Portland's downtown waterfront park and esplanade drew generally favorable comments from city commissioners Tuesday at an informal meeting of the City Council.

"I think this is a tremendous improvement over the old one," noted Commissioner Connie McCready, an outspoken critic of an earlier version of the plan. "I think the Burnside bums will thank you for it, too, unfortunately," she added.

The plan calls for a 600-foot long, man-made lagoon in a park setting between the Hawthorne and Morrison bridges, a large open meadow between the Morrison and Burnside bridges and a 1.5-acre restaurant and commercial area at the west end of the Morrison Bridge.

An earlier version called for a large amphitheater and a cut in the river seawall to allow the public direct access to the Willamette River. Both of those ideas have been eliminated from the current plan, which is due back before the council for final approval in August.

The commissioners also looked favorably upon tentative plans to improve and possibly expand a city-owned boat moorage just south of the Hawthorne Bridge, to be used as a guest dock or for rented moorage, or a combination of those.

As a first step in the park development the council informally approved improvements to SW Front Avenue — the west boundary of the waterfront project — to include two staggered rows of trees on each side of the street and a widened sidewalk on the west side.

Development of the remainder of the park is expected to take three to five years.

A meeting for public comment on the plan is to be held by the citizens' advisory committee to the downtown plan at 7:30 p.m. Thursday in the Water Bureau auditorium, 510 SW Montgomery St.

NOTED
H. S. COULTER

METROPOLITAN ENGINEER
JUN 11 1975

NOTED
LEON SAGE

RECEIVED
JUN 20 1975
Office of
Assistant State Highway Engineer

cc [illegible]
Hunter
Rlabee

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

May 30, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: 75-14 City/Consultant
Waterfront Development Plan

TO: MEMO TO THE FILE

I met with Bob Frasca, representing the consulting firm of Wolff-Zimmer-Gunsul-Frasca Partnership, 1500 Southwest First Avenue, Portland, OR 97201 (224-3860), in reference to improvements to Front Avenue in conjunction with the waterfront plan being developed for the city of Portland. The area involved is between the Hawthorne Bridge and the Burnside Bridge. The consultant is proposing, under an initial phase of development, a boulevard treatment for Front Avenue.

The treatment involves developing a 25' sidewalk strip, with plantings, on the westside of Front Avenue, moving Front Avenue easterly, developing a new curb line, sidewalks, and planting strip on the easterly side of Front Avenue, retaining the existing facility for traffic.

A second phase of the project, to come at a later date, involves reducing the number of lanes to four, and developing a planted median with left-turn slots. A long range plan of some other totally revised treatment of Front Avenue, i.e., actual severance of the streets to through traffic, is the third phase.

The purpose of the discussion was to ferret out the possible funding sources for such a project, the feasibility of such a project, and assistance from OSHD to develop a realistic cost estimate.

From the plans presented, I will develop a cost estimate involving reconstruction of sidewalks and curbs, relocating the street and overlaying the entire existing pavement, and providing landscaping, drainage, signing, lighting, and related activities involved in such a project.

Frasca advised that with the above information and the plans which he has proposed, he would, as a next step, present a discussion and proposal to the City Council for their consideration. He also advised that he plans, prior to that time, to take his proposal to Glenn Jackson for his review and comment.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter

RECEIVED
STATE HWY ENGR
JUN 2'75
REFER TO
a4g
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓					✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 30, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: 75-14 City/Consultant
Waterfront Development Plan

TO: MEMO TO THE FILE

I met with Bob Frasca, representing the consulting firm of Wolff-Zimmer-Gunsul-Frasca Partnership, 1500 Southwest First Avenue, Portland, OR 97201 (224-3860), in reference to improvements to Front Avenue in conjunction with the waterfront plan being developed for the city of Portland. The area involved is between the Hawthorne Bridge and the Burnside Bridge. The consultant is proposing, under an initial phase of development, a boulevard treatment for Front Avenue.

The treatment involves developing a 25' sidewalk strip, with plantings, on the westside of Front Avenue, moving Front Avenue easterly, developing a new curb line, sidewalks, and planting strip on the easterly side of Front Avenue, retaining the existing facility for traffic.

A second phase of the project, to come at a later date, involves reducing the number of lanes to four, and developing a planted median with left-turn slots. A long range plan of some other totally revised treatment of Front Avenue, i.e., actual severance of the streets to through traffic, is the third phase.

The purpose of the discussion was to ferret out the possible funding sources for such a project, the feasibility of such a project, and assistance from OSHD to develop a realistic cost estimate.

From the plans presented, I will develop a cost estimate involving reconstruction of sidewalks and curbs, relocating the street and overlaying the entire existing pavement, and providing landscaping, drainage, signing, lighting, and related activities involved in such a project.

Frasca advised that with the above information and the plans which he has proposed, he would, as a next step, present a discussion and proposal to the City Council for their consideration. He also advised that he plans, prior to that time, to take his proposal to Glenn Jackson for his review and comment.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter

RECEIVED
1975

ROUTE
R L S

The time frame for the work was construed as summer of 1975 by Jackson, with considerable emphasis on pursuing a visible improvement to the waterfront, expeditiously, to show value for the expenditure of funds to date.

I assume an agreement will be required between the City and the State on the project. Sam Galbreath will produce a plan with a layout of items to be included in the agreement, at which time Metro and City staffs should formulate the basis for this project that would eventually lead to an agreement with the City. The architect's design does not provide the necessary preliminary engineering, and Metro will have to undertake that work. The preliminary engineering should be so done as to provide for the total improvement, leaving out those items to be accomplished by others, or at a later date. With this direction, Limbocker will proceed with the necessary preliminary engineering when a survey authorization is approved. An assessment should be initiated by Kaiser. Limbocker should initiate the Authorization for Survey with the above guidelines, using the architect's typical section, etc.

pq

cc George Baldwin
Fred Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. H. Versteeg
Gary Potter
Ken Limbocker
Jef Kaiser

Kloba

Form 81-734-3030

OR ON STATE HIGHWAY DIVI ON

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 11, 1975

FILE: ~~75-14~~

Con 9-1-2

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: 75-14 FRONT AVENUE IMPROVEMENT
Hawthorne Bridge-Burnside Bridge

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I met with Glenn Jackson, Bob Frasca (Wolff, Zimmer, Gunsul, Frasca, partnership), and Sam Galbreath of Portland Development Commission, to review the proposal for improving Front Avenue on the above section.

We reviewed the estimate prepared by Metro for the proposed project, including moving the existing street 13' to the east, reconstructing sidewalks and landscaped areas on the 25' strips adjacent to the 80' street, including landscaping, sidewalks, curbs, drainage, pavement overlay, traffic islands, signalization, illumination, removal items, etc. The estimate for the entire project, as conceived by the architect, with 40 per cent for engineering and contingencies, was $765,000.

Jackson's indication was that much money was not available and justifiable, and that the State's responsibility should include those items involved with the actual roadway. This would bring the State's portion of cost in the proposed project to a "shotgun" estimate of $200,000 under the following assumption. The work in the project to be accomplished by the State would include removal of the existing curbs, removal of the existing concrete island, construction of new concrete curb, construction of new concrete islands, construction of additional 13' of widening on the eastside as an extension to the existing street, plus some reconstruction adjacent to the new curb on the westside of the street, removal and reinstallation of catch basins, inlets, adjustment of manholes, relocation of existing luminaires and existing signal poles, and engineering of the project.

I stressed the need for an overlay to true-up the existing section, and also to provide for the shift of the street 13' to the east. Jackson wanted this delayed for a future element in the project. The curbs should be build consistent with the future section. A patch-type construction will be used until such time as that overlay is available. This does tie to the consultant's plan which provides for brick crosswalks etc. to be accomplished at the time of the overlay.

The luminaires proposed were deleted with the idea to relocate existing luminaires as required. Signalization, including mast arms, was deleted, with the plan to proceed with span wire installations. Both of these original items would be staged at a later date unless the City is able to fund them at this time.

The top soil, planting areas, irrigation, trees and other landscaping items are to be accomplished separately by the City.

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info	REFER TO FOR	JUN 12 '75	RECEIVED HWY ENGR
Inves			
R/D			
D/R			
Sign			
Act			
File			

8-

15

FORM 81-734-3030

FILE: 75-14

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
June 11, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Front Avenue
Hawthorne Bridge-
Burnside Bridge section

TO: F. B. KLABOE
Administrator

972-K

Attached is an Authority for Survey request submitted for your consideration and direction, to proceed with preliminary engineering on the subject project in accordance with my direction from Mr. Jackson.

I have not delineated, nor am I in a position to delineate, funding for this preliminary engineering or for the project. However, I feel from my discussions that I have been directed to proceed.

ebg

attachment

cc: E. S. Hunter
V. D. Wolfe

RECEIVED
STATE HWY ENGR
JUN 12 '75
R TO
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

6-17-75

Ed
Mr Jackson
instructed me to proceed
with this. Please handle.
Fred

is to be federally funded; it will necessitate additional funding by P.D.C. for the pedestrian crosswalks. The P.D.C. plan calls for some type of cobblestone or brick crosswalks to differentiate it from the asphaltic concrete overlay. I advised this would be a cost assigned to P.D.C.

The current anticipatation is that the city will pick up cost for relocating existing lighting and illumination fixtures. Possibly, this work could be done by city crews, designed into the project but accomplished by others. Sam Galbreath will develop this portion of the project.

P.D.C. continues to desire to remove the signals from span wires and place them on mast arms but does not have the funding. They also have the desire to re-establish the illumination with the antiques salvaged by the city, but again, they do not have the money for this effort.

The landscaping is the key issue with the project; that being to accomplish the planting of the rows of trees lining the street. Although included in the over all plan, the possibility is that this work may be done by P.D.C. as a separate portion of the contract, in other words, by others. This would facilitate P.D.C.'s purchase of the trees at this time (full-grown Lindens) and taking the necessary steps to prepare them for transplanting in early winter 1975-76, ad directed by the state, who will administer the project.

The over all waterfront plan, from roughly the westerly side of Front Avenue to the river, will be presented in final form to the city by P.D.C. and the consultant in the next couple of weeks. It will provide the necessary approvals for the work on Front Avenue which is the first-phase of the project. The waterfront development has been greatly simplified and received general approval from the City Council when presented several months ago to them.

Typical cross sections and plan views presented are conceptual and subject to adjustment in order to be feasibie within existing limitations, such as the abutments of the Morrison Bridge, the Battleshop Oregon monument, the abutments of the Burnside Bridge, etc. When the vicinity map data is obtained, we will be able to determine the final dimensions and cross sections for the street and landscaped areas. Also, the existing trees on the eastside of Front Avenue are to remain in place, and are a control.

Mill Ends Park disposition will have to be determined. This sensitive square-foot park is now located in an island, which in the relocated Front Avenue will be in the travel lane. It could be relocated into a new portion of the island, perhaps redesignated a portion of a new island, or somehow monumented within the existing travel lane. Galbreath will deal with this issue.

ebg

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. H. Versteeg
G. A. Potter
G. L. Sund
E. L. Hardt

FORM 81-734-3

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 10, 1975
Portland, OR 97213

FILE: 26-1440-100

FROM: R. N. BOTHMAN ebg
Metropolitan Engineer

TO: MEMO TO THE FILE

SUBJECT: Burnside Br.-Hawthorne Br. section, SW Front Ave., US99W (waterfront improvement)

I met with Sam Galbreath and representatives of Wolfe, Zimmer, etc., consultants to review the process to proceed with the subject project.

The assignment of tasks was reviewed with general consensus that the highway division proceed with the over all project. OSHD will accomplish the surveying and vicinity map, preliminary engineering, and at that point provide Portland Development Commission (for the consultant) with the map, as well as city traffic and illumination bureaus, for their use in design of landscaping, signals, and illumination. Landscaping includes the sidewalks. The state will proceed with the design within and including the curbs. The state will pull the final design together and administer the contract.

A rough time schedule will be developed my Max Klotz, as follows:

Field survey by OSHD - three weeks
Vicinity map by OSHD - three weeks
Preliminary engineering by various agencies - three weeks
Final engineering by OSHD - three weeks
Contract bid - four weeks
Anticipated contract award - November 1

The above schedules were predicated on total acceptance of the project, including cooperation from the agencies involved.

The other two elements of the project were reviewed, that being development of the necessary assessments and environmental approvals. This work will proceed, based upon the possibility of utilizing federal funding at some point. The work should be accomplished within the design time constraints. Jef Kaiser obtained the necessary data to proceed with the assessment.

An agreement will be required between either P.D.C. or the city and the state, to incorporate the construction and maintenance of the project, including what each agency is to accomplish and fund. Max will work with Norm Beukelman of P.D.C. following the format from previous agreements, to develop a draft agreement.

Copy To Potter 7-14-75 Discuss

Max will provide the draft agreement and working schedule to Galbreath when it is completed (likely this week).

Further review indicates the definite need to proceed with the overlay of the entire roadway at an additional cost of about two-hundred thousand dollars, at the time the street is shifted to provide for the landscaping on the westside of the street. Ed Hunter is pursuing this possibility. If the package within the curbs, at an estimated cost of four-hundred thousand dollars

It is assumed that for this portion of the project, no public participation or hearing will be required and no environmental statement other than the assessment is required. If these assumptions prove incorrect, the schedule will have to be modified accordingly.

MAX J. KLOTZ
Metro Planning Engineer

mb

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
J. H. Versteeg
G. A. Potter
G. L. Sund
E. L. Hardt
Vern Butzer
Jef Kaiser

84/3

1

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 16, 1975

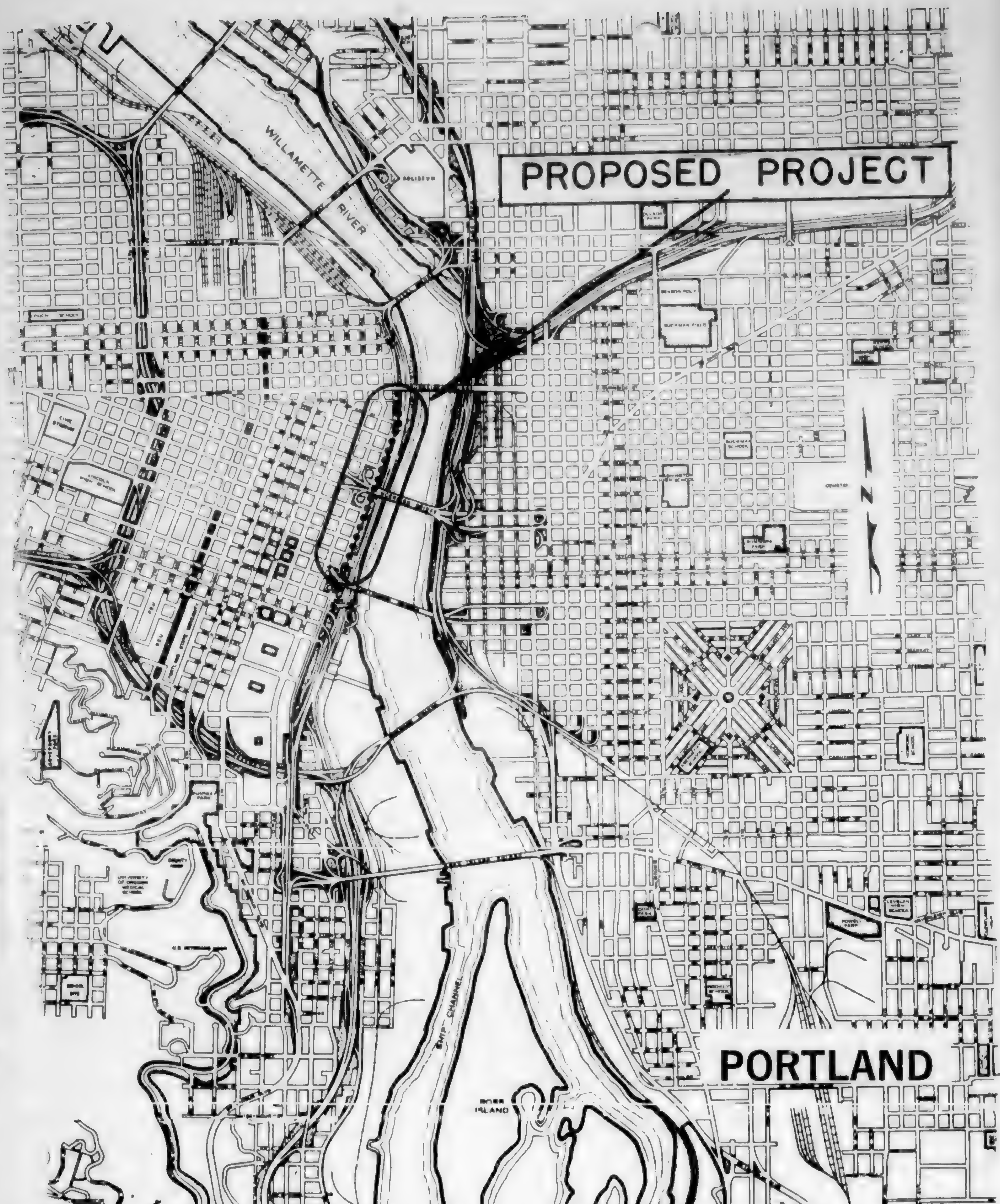
SAM GALBREATH
Portland Development Commission
1700 Southwest Fourth Avenue
Portland, OR 97201

Subject: Burnside Br. - Hawthorne Br., SW Front Ave.

Here is a tentative schedule for the waterfront improvement project along Front Avenue. This schedule is based upon requesting federal participation in the funding of the highway portion of the project.

ACTIVITY	DATE
Transmit Draft Assessment to Environmental Section	July 21
Complete field survey	" "
Draft Preliminary Agreement to city for review	July 23
Receive " " from " with comments	July 30
Transmit " " to Salem for preparation	Aug. 1
FHWA approves Assessment & classification	Aug. 8
Complete vicinity map & send copies to city	Aug. 11
Complete Preliminary Engineering by city & state agencies	Sept. 1
Final Agreement to city for signing	" "
A-95 Review complete	Sept. 12
Submit P.E. program to FHWA	Sept. 19
Final Agreement to O.T.C. for signing	Sept. 22
Complete construction plans	Sept. 29
FHWA approves P.E. program	Oct. 3
Complete typing specs & printing plans	Oct. 17
Advertise for bids	Oct. 21
Bid opening	Nov. 14

No attempt has been made to detail every step required; only major activities are shown.


PROPOSED PROJECT
WILLAMETTE RIVER
COLISEUM
BUCKMAN FIELD
BUCKMAN SCHOOL
WASHINGTON HIGH SCHOOL
N
LINCOLN HIGH SCHOOL
UNIVERSITY OF OREGON MEDICAL SCHOOL
POWELL PARK
SHIP CHANNEL
ROSS ISLAND
PORTLAND

STATE HIGHWAY DIVISION
Proposed Urban Extension Project

Burnside Bridge-Hawthorne Bridge Section
Pacific Highway West (S. W. Front Ave.), FAP 9
City of Portland
Grade and Pave, 0.65 mile
$400,000

This project entails the realignment of Front Avenue as a phase of the City of Portland's Waterfront Development Plan. State responsibility is for the curb-to-curb roadway portion only. Landscaping, illumination and traffic signal installations will be the responsibility of the City of Portland and the Portland Development Commission.

75-i
7/17/75

8d.3

7.5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban Extension Project Request
Front Avenue Realignment

A project along Portland's waterfront to be constructed with Federal Aid Urban Extension funds will be presented for your consideration at the July 30 meeting.

The project involves the realignment of Front Avenue between the Burnside and Hawthorne Bridges as a first phase of the City of Portland's waterfront development plan.

Federal Urban Extension funds for this project are estimated at $312,000, with the State providing approximately $88,000 in matching funds.

This project has been investigated and found to be eligible for Federal Aid funding. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
R. N. Bothman
E. L. Hardt
Jack Graham
Gary Sund

RU:mm jwa

If the state is successful in obtaining federal participation in its share of the project, it will include repaving the existing Front Avenue surface as part of the street in the future location.

Any existing agreements covering maintenance should remain in force. The conditions of the agreement for the proposed location will be in the same manner as those for the existing one.

Due to the mixed ownership of property between Front Avenue and the Willamette River, an agreement will have to be worked out for future determination of right-of-way ownership.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: E. S. Hunter
L. W. Rulien
G. N. Hopkins

RECEIVED
STATE HWY ENG
JUL 23 '75
REFER TO
FOR

8 12 1 3

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 22, 1975

NOTED
E. S. HUNTER

SAM GALBREATH
Portland Development Commission
1700 Southwest Fourth
Portland, OR 97201

Subject: Front Avenue Agreement

In order to prepare the city-state agreement covering the Hawthorne Bridge - Burnside Bridge Section of the Front Avenue Improvement Project, we must be sure we are thinking alike.

I have listed items to be done by state and city as I understand them. Please review my lists and advise me of the city's thinking. Also let me know if I have forgotten anything. After we have agreed on the lists, I will send them to our Project Management Section for preparation of the final agreement.

As its share of the project, state will reconstruct Front Avenue a maximum of 13 feet easterly of its present location between the Hawthorne Bridge and the Burnside Bridge. Said reconstruction shall, as necessary, include: removal and reconstruction of existing curbs, adjustment and/or reconstruction of the existing storm sewer system lying between the existing westerly curb and the future easterly curb, removal of existing islands, construction of new islands, and installation of base and surfacing material between the existing easterly edge of the pavement and the future easterly curb.

As its share of the project, city will either pay for or perform as necessary the following: removal and replacement or reconstruction of existing illumination and signalization systems; installation of landscaping, including topsoil, watering systems, and vegetation; construction of sidewalks; adjustment of existing sprinkler systems; construction of crosswalks across Front Avenue if special materials are required; adjustment of regulatory and directory signing; the trimming or removal of trees as necessary; and adjustment of all utilities.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:26-1440-100

July 23, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: Burnside Br.-Hawthorne Br.
SW Front Avenue, (99W)

TO: MEMO TO THE FILE

Larry Rulien advised the subject project is currently being programmed for federal aid, urban extension funding for $400,000 which includes the earlier specified work and the overlay of the existing pavement.

As earlier assumed, in the case of using federal funds, the assessment, A-95 and regular project process will be required.

The schedule of activity is as listed in Max Klotz' letter of July 16 to Sam Galbreath.

NOTED
E. S. HUNTER

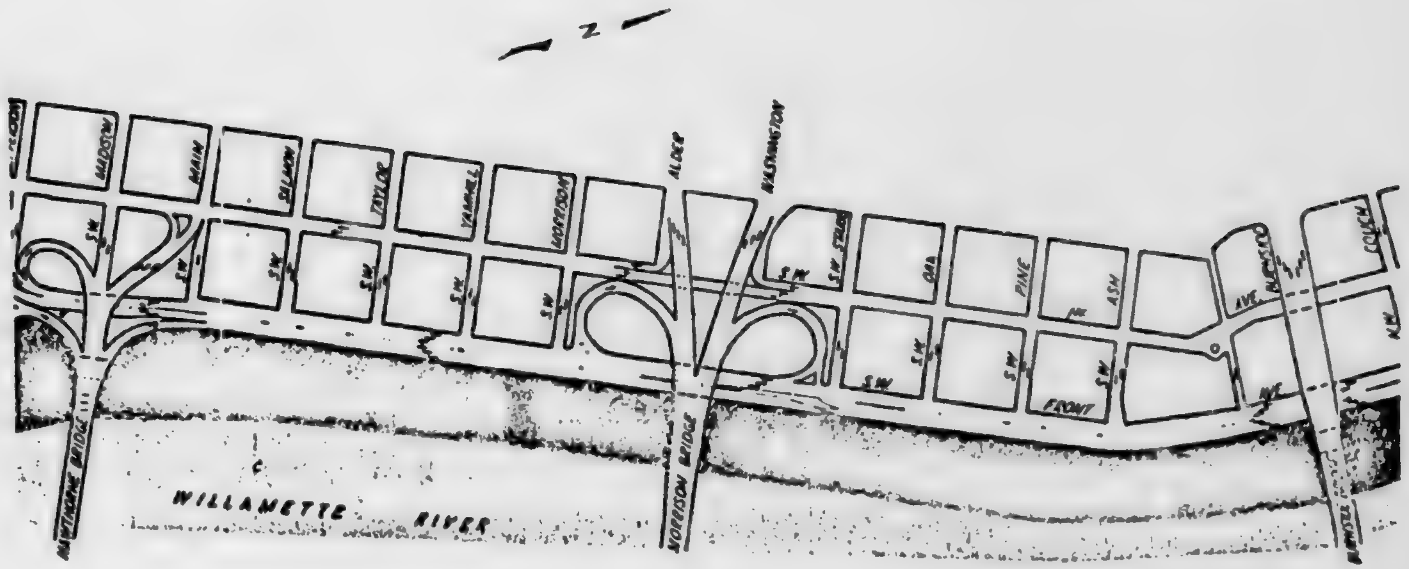
ebg

cc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
G. A. Potter

RECEIVED
STATE HWY ENGR
JUL 24 '75

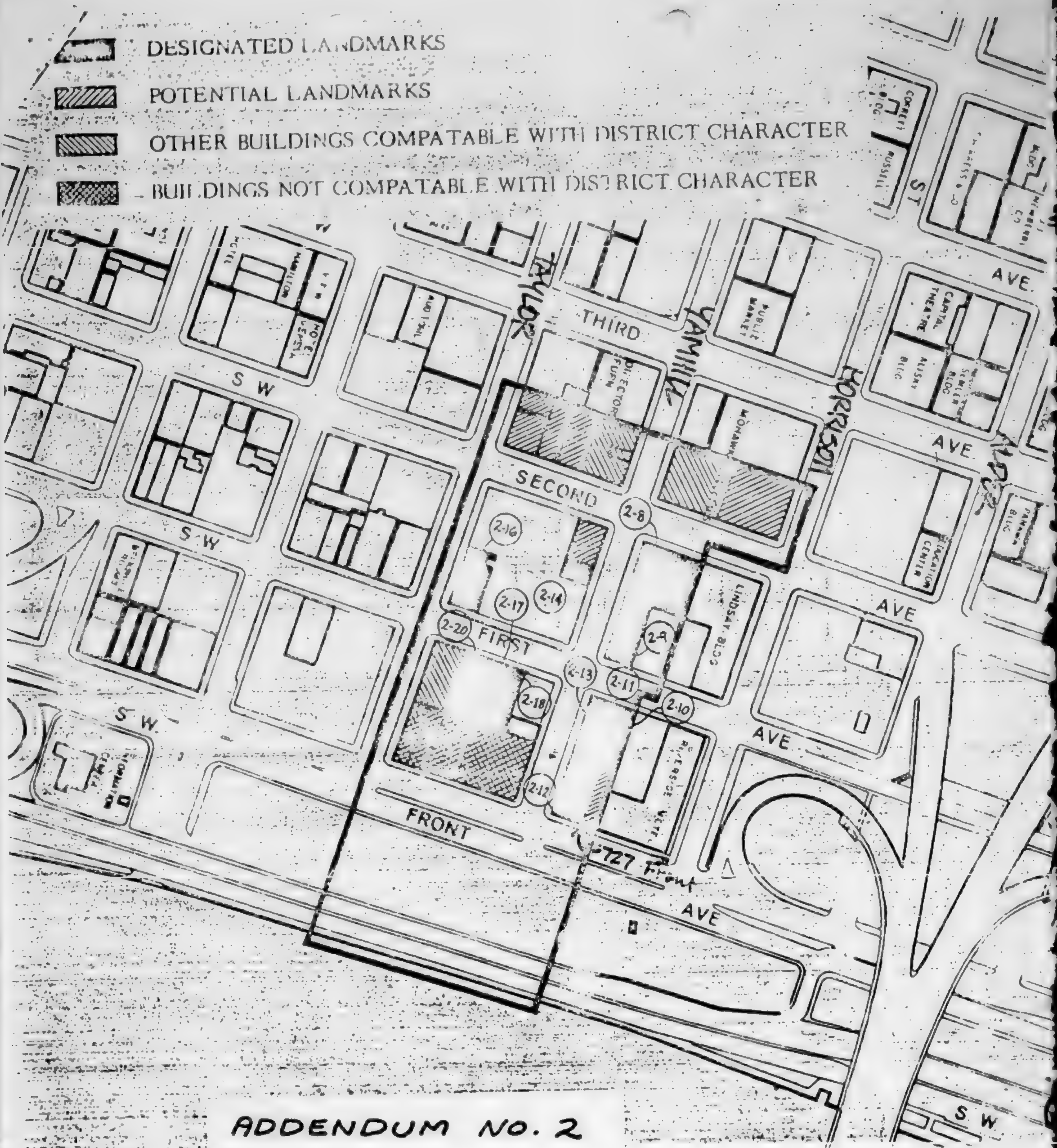
attachment

PACIFIC HIGHWAY WEST
CITY OF PORTLAND
MULTNOMAH COUNTY


N
MADISON
MAIN
SALMON
TAYLOR
YAMHILL
MORRISON
ALDER
WASHINGTON
SW STARK
OAK
PINE
ASH
BURNSIDE
COUCH
SW
FRONT
AVE
NW
HAWTHORNE BRIDGE
MORRISON BRIDGE
BURNSIDE BRIDGE
WILLAMETTE RIVER

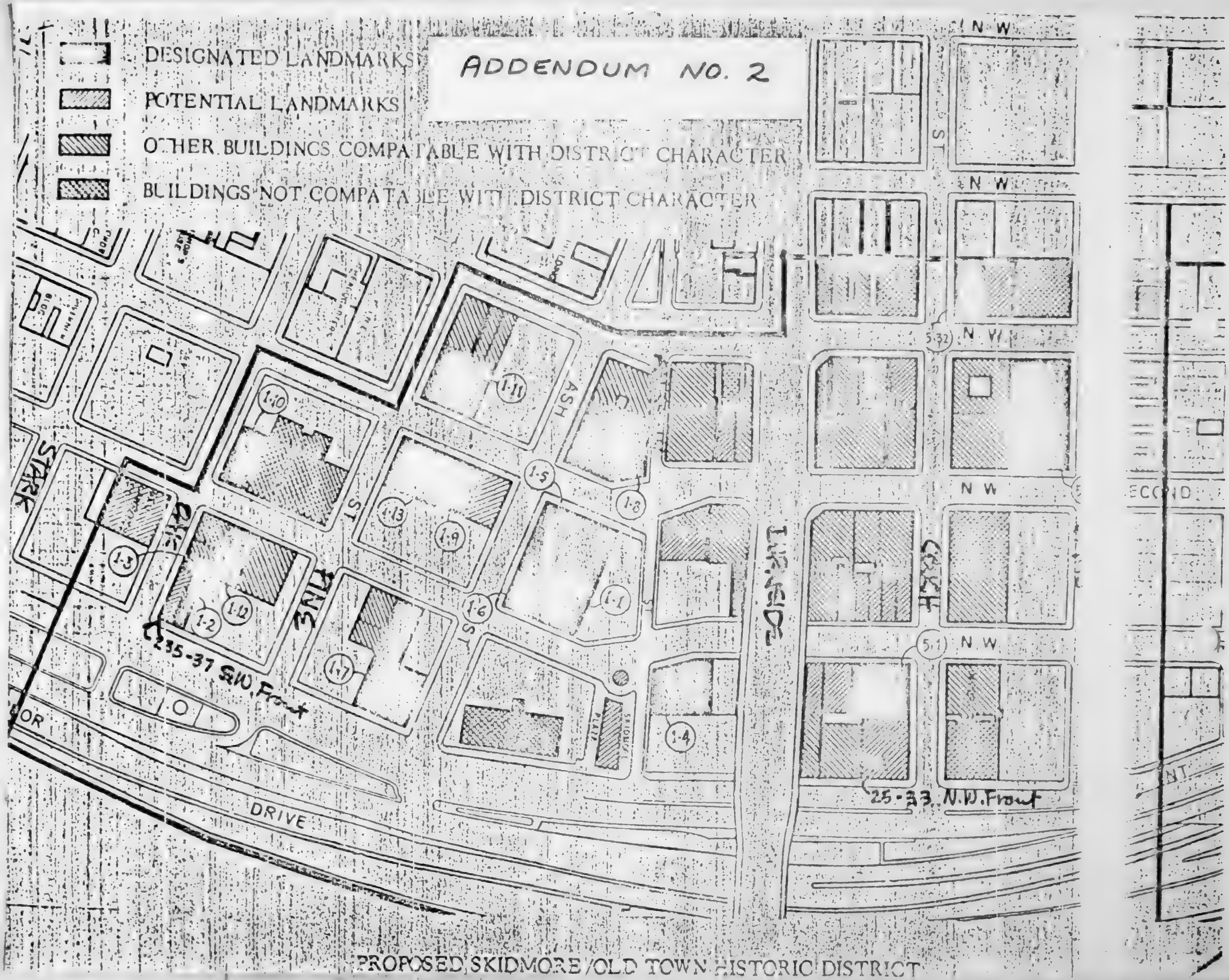
PROJECT SECTION OF FRONT AVENUE

▨ EXISTING OPEN SPACE


DESIGNATED LANDMARKS
POTENTIAL LANDMARKS
OTHER BUILDINGS COMPATABLE WITH DISTRICT CHARACTER
BUILDINGS NOT COMPATABLE WITH DISTRICT CHARACTER
TAYLOR
YAMHILL
MORRISON
ALDER
THIRD
SECOND
FIRST
FRONT
S W
AVE
ST
PUBLIC MARKET
DIRECTOR FURN
MOHAWK
LINDSAY BLDG
SCB BLDG
RIVERSIDE HOTEL
CAPITAL THEATRE
ALISKY BLDG
EDUCATION CENTER
HAMILTON
2-8
2-9
2-10
2-11
2-12
2-13
2-14
2-16
2-17
2-18
2-20
727 Front

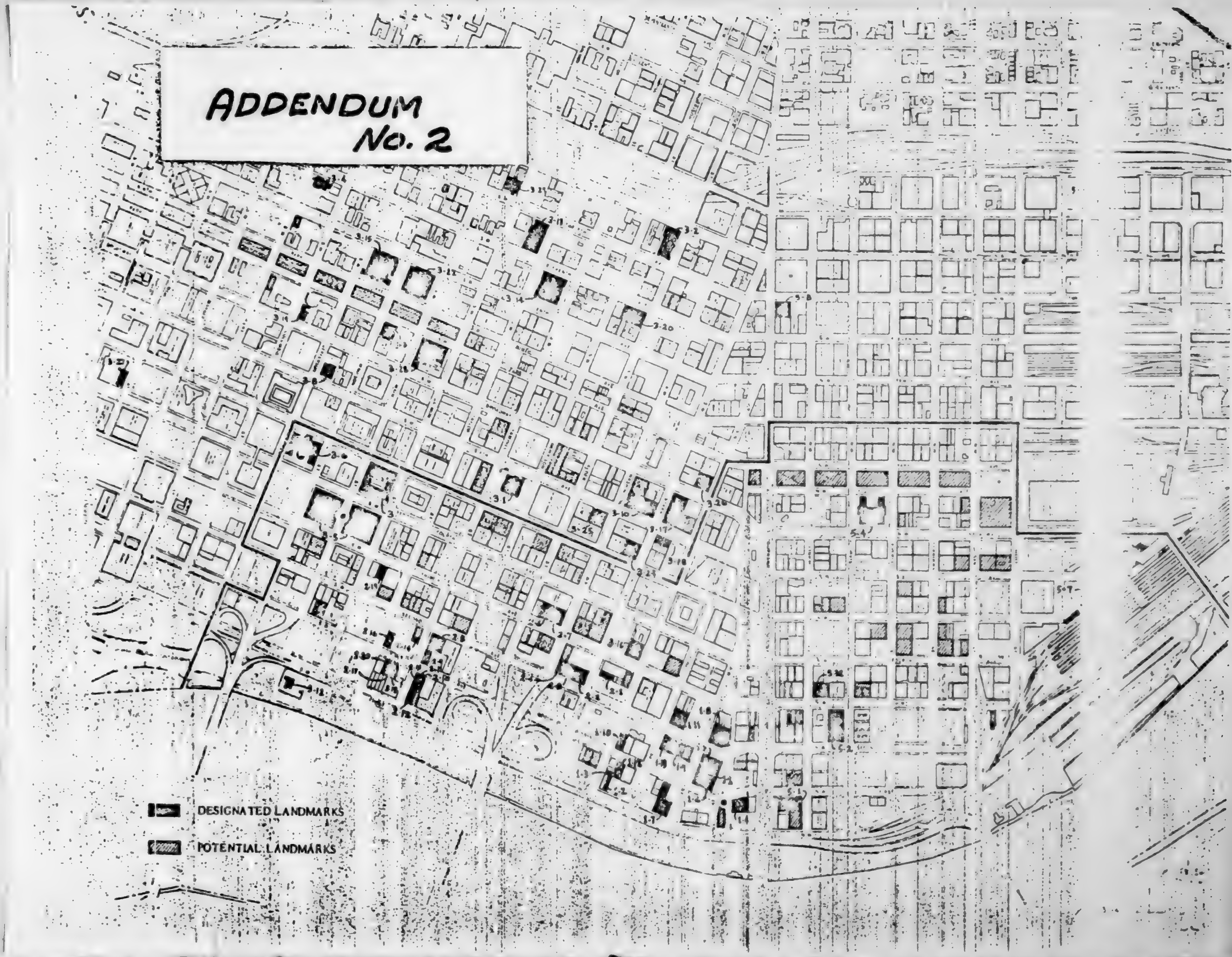
ADDENDUM NO. 2

PROPOSED YAMHILL HISTORIC DISTRICT


ADDENDUM NO. 2
DESIGNATED LANDMARKS
POTENTIAL LANDMARKS
OTHER BUILDINGS COMPATABLE WITH DISTRICT CHARACTER
BUILDINGS NOT COMPATABLE WITH DISTRICT CHARACTER
N W
ST
N W
5.32
N W
SECOND
5.1
N W
ASH
1.11
1.10
1.5
1.8
1.13
1.9
ST
STARK
OAK
PINE
1.3
1.2
1.12
1.6
1.1
1.7
ST
BURNSIDE
COUCH
1.4
SKIDMORE PLAZA
235-37 S.W. Front
25-33 N.W. Front
OR
DRIVE
NT

PROPOSED SKIDMORE/OLD TOWN HISTORIC DISTRICT

ADDENDUM No. 2

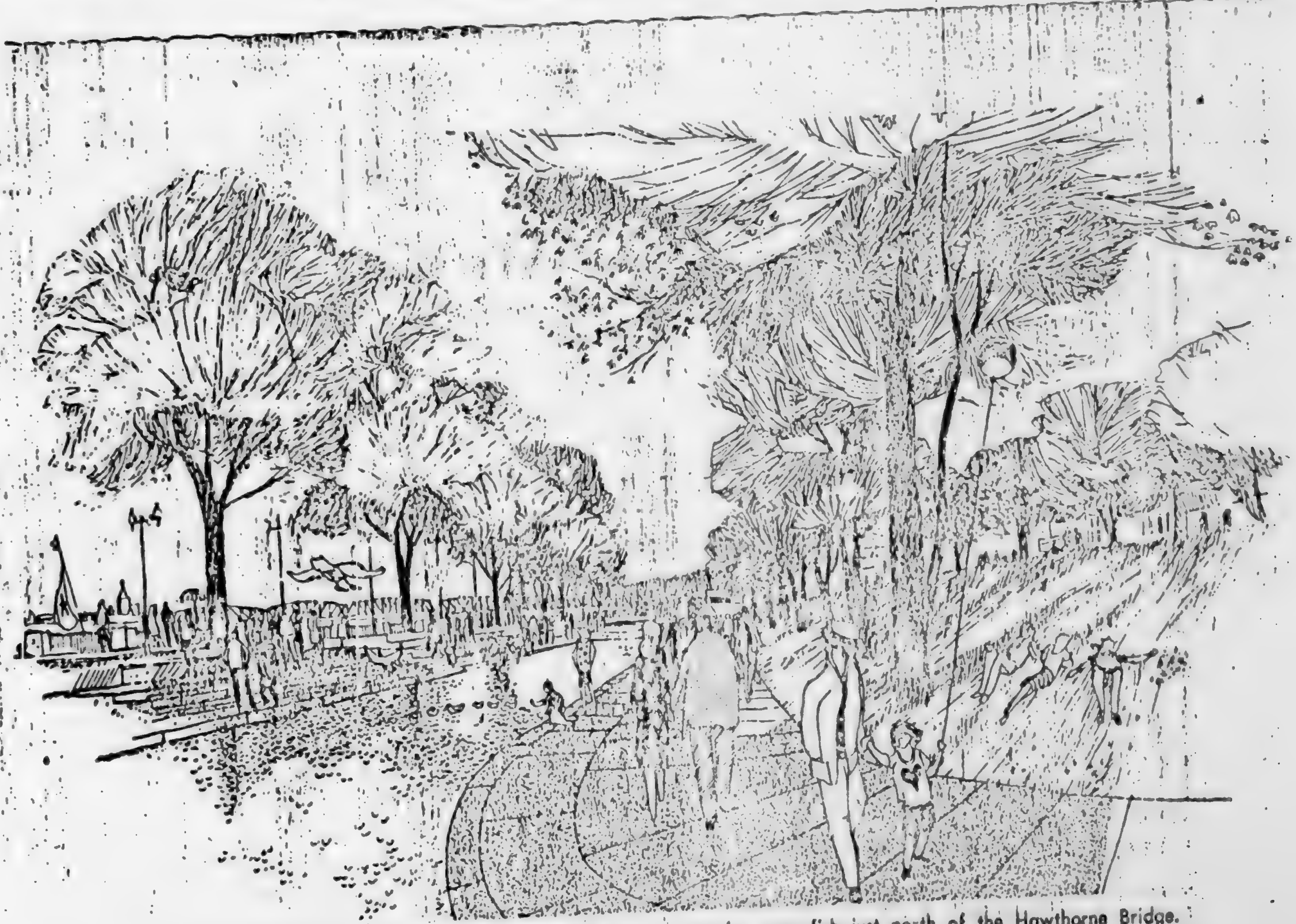

DESIGNATED LANDMARKS
POTENTIAL LANDMARKS

PREFIX NO. 75-11
FILE CODE: 470

METROPOLITAN ENGINEER

ADDENDUM
No. 1

2 Oregon Journal, Monday, June 9, 1975 (3)



WATERFRONT PLAN — Artist's sketch shows how Portland's proposed riverfront esplanade could look with the creation of a shallow lagoon for ducks, children and maybe even fish just north of the Hawthorne Bridge. After several public reviews, the City Council is expected to consider the esplanade plan early in August.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f) *
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

*A 4(f) statement is not deemed necessary for Mill Ends Mini Park since it is not on Portland's official inventory or parks.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans The project is not expected to noticeably change existing conditions.

b. Noise Standards Smoother road surface and planned vegetation may reduce noise levels somewhat.

c. Water Quality Standards No significant changes are expected.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

5. EXPECTED ADVERSE EFFECTS ON CULTURAL AND SCENIC RESOURCES, cont.

3) There is a possibility that one tree may have to be removed along the east side of Front Ave., just south of the Burnside Bridge.

4) Front Ave. will be moved closer to existing monuments and memorials.

CONSEQUENCES, cont.

2) This may impair the view of historic building facades along the west side of Front Ave. It is recommended that consideration should be given to providing appropriate breaks in the proposed row of trees and possibly substitute lower, less visually obstructive vegetation at these points.

3) Although the removal of a tree has a negative connotation, in this instance the impact will not be significant. A considerable number of mature trees will be planted along both sides of Front Ave. and eventually throughout the waterfront area to supplement those which already exist.

4) No significant impacts to these monuments are expected by the project, however, future urban renewal phases of development may require their relocation.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: No changes are expected as a result of moving Front Ave.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   1) Moving Front Ave. will place the present site of Mill Ends Park within a travel lane.
   2) Trees will be planted along the west side of Front Ave.

(continued on Page 6A)

Consequences:

1) Some public criticism may be encountered, however, an acceptable solution to those concerned will be found.

(continued on Page 6A)

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

The impact on Mill Ends "Park"

CULTURAL SETTING, cont.

Several monuments occur to the east of Front Ave. These consist of:

1) A memorial to the Battleship Oregon, which includes the ship's mast and figurehead

2) A plaque on a large rock in tribute to the founders of Portland

3) Another mounted plaque on a large rock which marks the site of the old Stark Street Ferry landing

4) A small granite memorial to all Spanish American war nurses.

In addition to the monuments, a small circular area, approximately two feet in diameter is located in the center of Front Ave. within a concrete median. This is known as Mill Ends"Park,"a memorial to the late Richard Fagan who was a columnist for the Oregon Journal. The "park" is currently planted with flowers and one succulent plant. The "park" was created from a man-hole which had fallen into disuse.
None of the aforementioned monuments or Mill Ends"Park"appear on the official city inventory of designated parks and monuments.

The project site lies in a part of Portland that was once the city's center of commerce and entertainment. Several structures along Front Ave. which existed during this era have survived and are historically significant as a part of Portland's heritage. Included among these is the oldest standing structure in the city, the Hallock and McMillan Building, which is located on the corner of Front Ave. and Oak St. Six other buildings abutting the project are on the city's inventory of designated or potential landmarks. Addendum No. 2 shows the relative locations of these historically significant landmarks. Skidmore Plaza is also being proposed as a historic landmark.

In that Front Ave. is being moved away from these historic structures, they are not expected to be adversely impacted by this project.

Existing records indicate that Front Ave. is underlain by the original surface of "blackstone" cobble. Current plans suggest that the uncovered stones might be used to delimit the proposed pedestrian crosswalks.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is entirely zoned M3 (light manufacturing). Current land use abutting Front Ave. to the west consists of several large parking lots, vacant buildings for lease, a tavern, a motor hotel and restaurant, a fire station, various storefront offices, and a small one-quarter block city park (Skidmore Plaza) occurring just south of the Burnside Bridge. Additionally, a large Portland General Electric complex is currently under construction and will encompass the entire block along Front Ave. between S.W. Main St. and S.W. Salmon St.

East of Front Ave., land use is entirely open space excepting a small city of Portland office building and parking area at the southern end of the project section.

(continued on Page 2A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No additional Right-of-Way required.

Consequences:

2. Estimated Changes in Traffic Patterns: No significant traffic pattern changes are expected to occur as a result of this project.

Consequences:

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area lies adjacent and parallel to the Willamette River, providing a narrow open strip between the CBD and the waters edge. Topography is flat with an average elevation of 30 feet above mean sea level. The area has been entirely modified and precludes the existence of any natural vegetation, landforms, or drainage. Existing flora between Front Ave. and the river consists of extensive open lawn space with planted trees and some shrubbery. A few planted trees also occur along the west side of Front Ave. Naturally occurring alluvial soils within the project area have been largely replaced or overlain with imported fill or rubble from previously existing structures. It is thought that some subterrainean void areas are present in the form of old tunnels, vaults, and basements which were never completely filled in.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) No build - This would provide no improvement to the west side of Front Ave. which is presently degraded and aesthetically unappealing.

2) Move Front Ave. as indicated, but pave or patch only those portions of the highway that were added or damaged during construction. A complete overlay would be delayed until future funds are available.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) A series of hearings and informational session have been held regarding the whole waterfront improvement effort which led to action by the City Council and the Portland Development Commission.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☐ Not Required ☐ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies City of Portland, Portland Development Commission, OSHD, FHWA and CRAG.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Hearings and workshops relating to the total waterfront improvement will continue, as well as ongoing coverage by the public news media.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All land affected is under separate or joint ownership by the city of Portland and OSHD. No additional right-of-way will be required.

Typical Section A six lane highway with four 11-foot inner travel lanes and two 12-foot outer travel lanes. A 12-foot planted median, and a 25-foot sidewalk and planting area to the east and a 29-foot sidewalk and planting area to the west.

Bikeway No separate facility proposed along Front Ave.

Structures None proposed.

Additional Facilities Inlaid stone conglomerate crosswalks are proposed.

Access Control No change.

Materials Conventional materials from local sources.

Borrow and Waste Disposal Insignificant amounts are anticipated.

Special Construction Methods None expected.

Characteristics (ADT) Average 1974 ADT for the project section is 24,000

Other General Information (or Supplemental information to items) The project includes the removal and reinstallation of catch basins, inlets, adjustment to manholes, relocation of existing luminaires and existing signal poles, and a complete overlay of Front Ave. Two rows of mature trees will be planted on both sides of Front Ave. with an additional row of smaller trees planted in the median.

Project Sketch Map is Attached: ☒ Yes ☐ No

ORIGIN & HISTORY, cont.

close Harbor Drive (99W), a six lane highway that was located between Front Avenue and the Willamette River. In May of 1974, Harbor Drive was closed and traffic was rerouted to Front Ave. which thereafter became 99W. Harbor Drive was removed and the area was subsequently planted with grass and landscaped.

A consulting firm has been retained by the city of Portland to develop several alternative long range plans for the riverfront area. The preferred option proposes a park setting with planted, mature trees and the inclusion of a large meadow for Rose Festival activities, pedestrian walkways, a 600' man-made lagoon, restrooms, a small complex of food-oriented retail shops, a boat basin and a supportive retail shop, and an open balustrade through which the river can be viewed at a distance. See Addendum No. 1 for an artist's rendering of a portion of this proposed esplanade. The movement of Front Avenue is the first phase in this plan, with subsequent portions being developed as funds become available.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 18, 1975

A. PROJECT IDENTIFICATION

U-306(-)

Name of Project Front Avenue Improvement, Hawthorne Bridge - Burnside Bridge
(Section)

Location of Project - Pacific Highway West (Highway Name) Ore. 99W, FAP 1W (Highway No., US - ORE)

Portland (City) (County) Metro (Region)

Program 25% FAU (Urban Extension) 50% City of Portland, 25% OSHD (Funding) $800,000 (preliminary estimate) (Estimated Cost) 26-1440 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To move existing Front Avenue approximately 13' to the east for the purpose of providing space for landscaping along the west side.

Origin and History: The project is one phase in the city of Portland's long range plan to develop the waterfront area into a riverfront esplanade. In 1968, Governor Tom McCall created a Harbor Drive Task Force to study a proposal to

(continued on Page 1A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3,500 feet

Termini Hawthorne Bridge - Burnside Bridge

Alignment (new or existing) Existing alignment will be maintained, but shifted slightly to the east.

CATEGORY
3 [illegible]
NON. MAJOR

Form (2)9-74

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Hawthorne Bridge-Burnside Bridge District 2			
11	12] PROJECT LOCATION—CITY Pacific Highway West City of Portland	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION [79 SEC: -- T: 1S R: 1E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, grading, paving and incidental work

06 12] required to move existing Front Avenue approx. 13 feet to the east for the purpose [71

07 12] of providing space for landscaping along the west side. [71

08 12] [71

09 12] (Please refer to the attached Environmental Assessment for further details.) [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	200,000	-	200,000	400,000	-	800,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U.S. Dept. of Transportation
46] FEDERAL SUB-AGENCY NAME [79
Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: August 8, 1975

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 September	43] DAY [44 15	45] YEAR [46 1975

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 8, 1975

TO
Executive Department
Federal Aid Coordination Unit

Columbia Region Assn. of
Governments
527 S.W. Hall St.
University Center Bldg.
Portland, OR 97201

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 2
Hawthorne Bridge-Burnside Bridge
Pacific Highway West
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be Sept. 15, 1975.

BLG:bb
Attachment

cc:
G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Aeronautics Div.
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
R. N. Bothman
M. J. Klotz
W. D. Albright
R. E. Etherington, CRAG

Form 81-734-3122

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 8, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project U-306(-)
Hawthorne Bridge-Burnside Bridge Section
Pacific Highway West

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessment has been reviewed for the proposed improvement on this section. I agree with the nonmajor classification and the type of environmental document proposed.

I assume that none of the monuments or historic building discussed on page 5A are listed in the historic register. It would be desirable to indicate that this is a part of the continuing development plans initiated in 1968 by the Governor's "Harbor Drive Task Force" and is consistent with the City's downtown plan.

There seems to be a minor conflict between the statement on page 3 under "No Build" and paragraph (2) on page 6A under "Consequences." Two different impressions are presented regarding esthetics on the west side of Front.

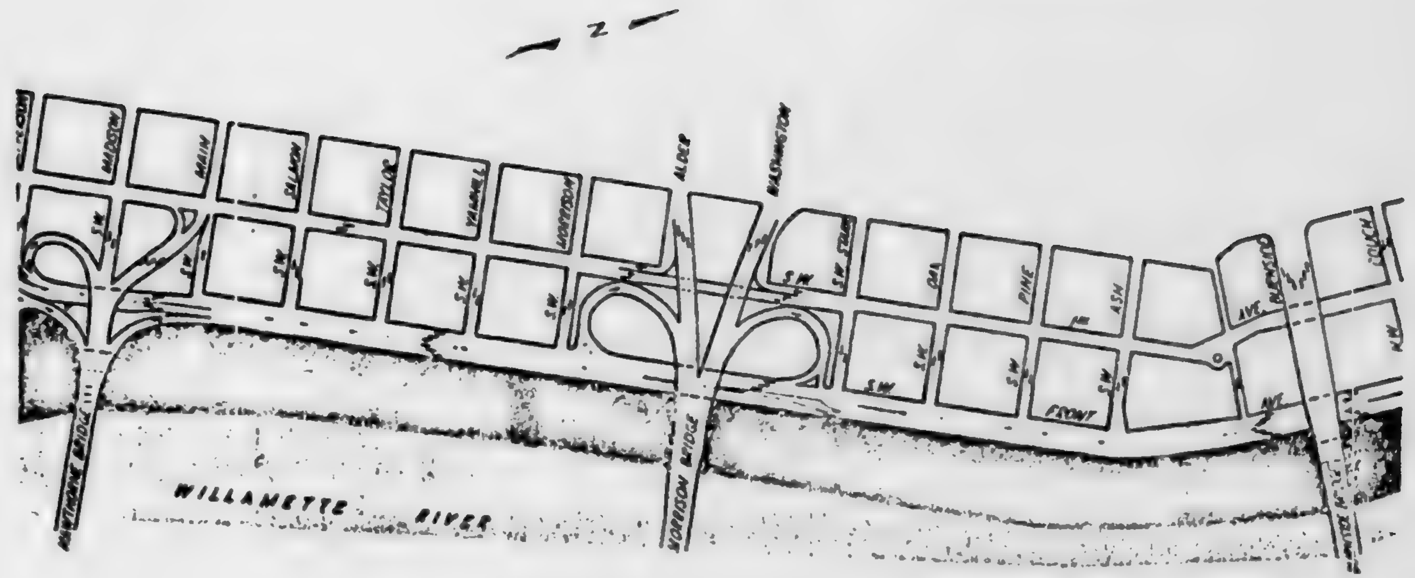
The project development will be monitored closely during its early stages in order to determine which work items and types of improvement will be eligible for funding with Federal-aid Urban Extension funds. This monitoring will also be used to detect any factors thay may result in a change of environmental classification.

William A. Kappus
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 11 '75
REFER TO

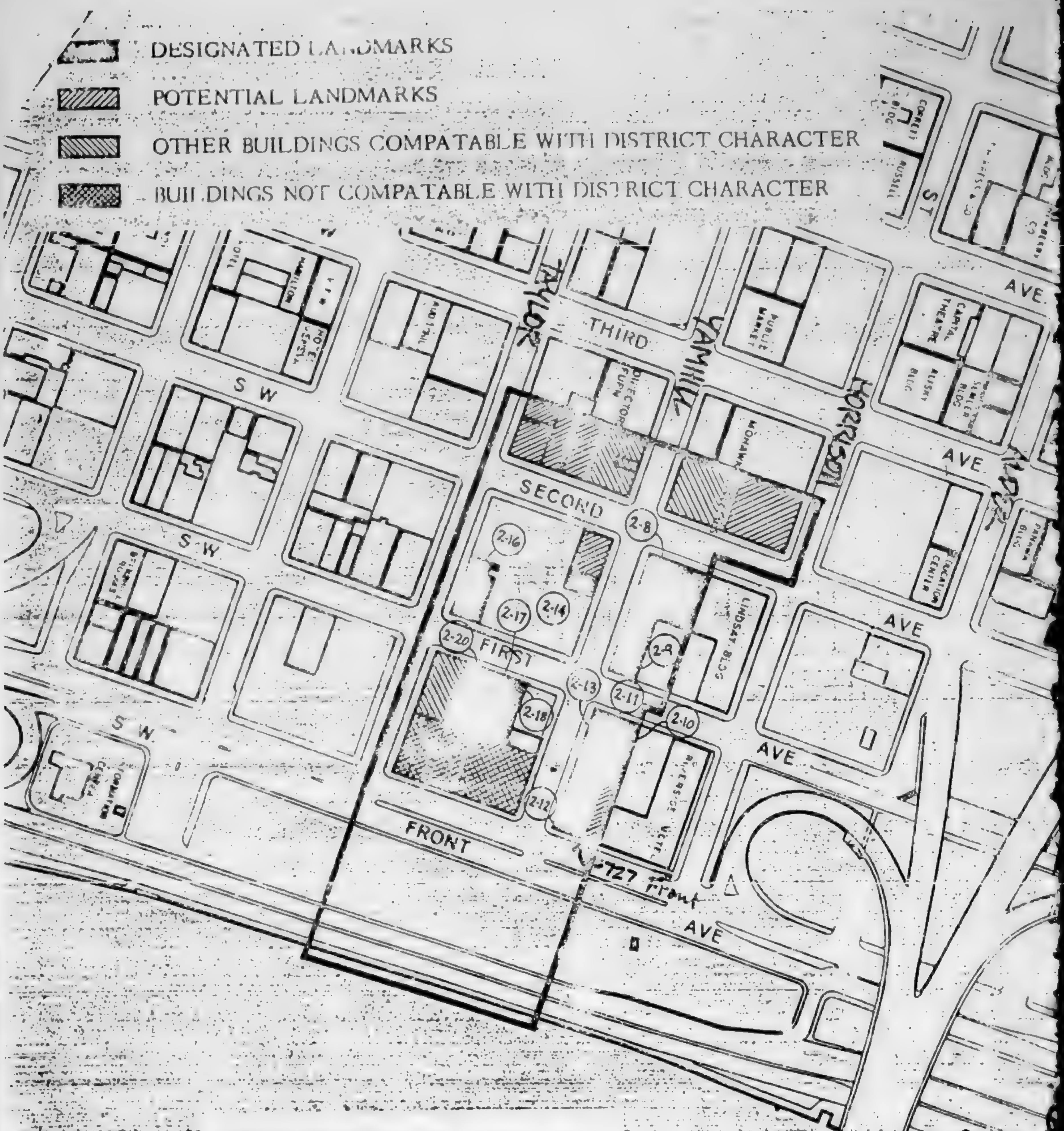
8-11-75
L. W. Rulien - Please handle.

PACIFIC HIGHWAY WEST
CITY OF PORTLAND
MULTNOMAH COUNTY


N
MADISON
MAIN
SALMON
TAYLOR
YAMHILL
MORRISON
ALDER
WASHINGTON
SW STARK
OAK
PINE
ASH
AVE. BURNSIDE
COUCH
N.W.
S.W.
FRONT
AVE.
HAWTHORNE BRIDGE
MORRISON BRIDGE
WILLAMETTE RIVER

PROJECT SECTION OF FRONT AVENUE

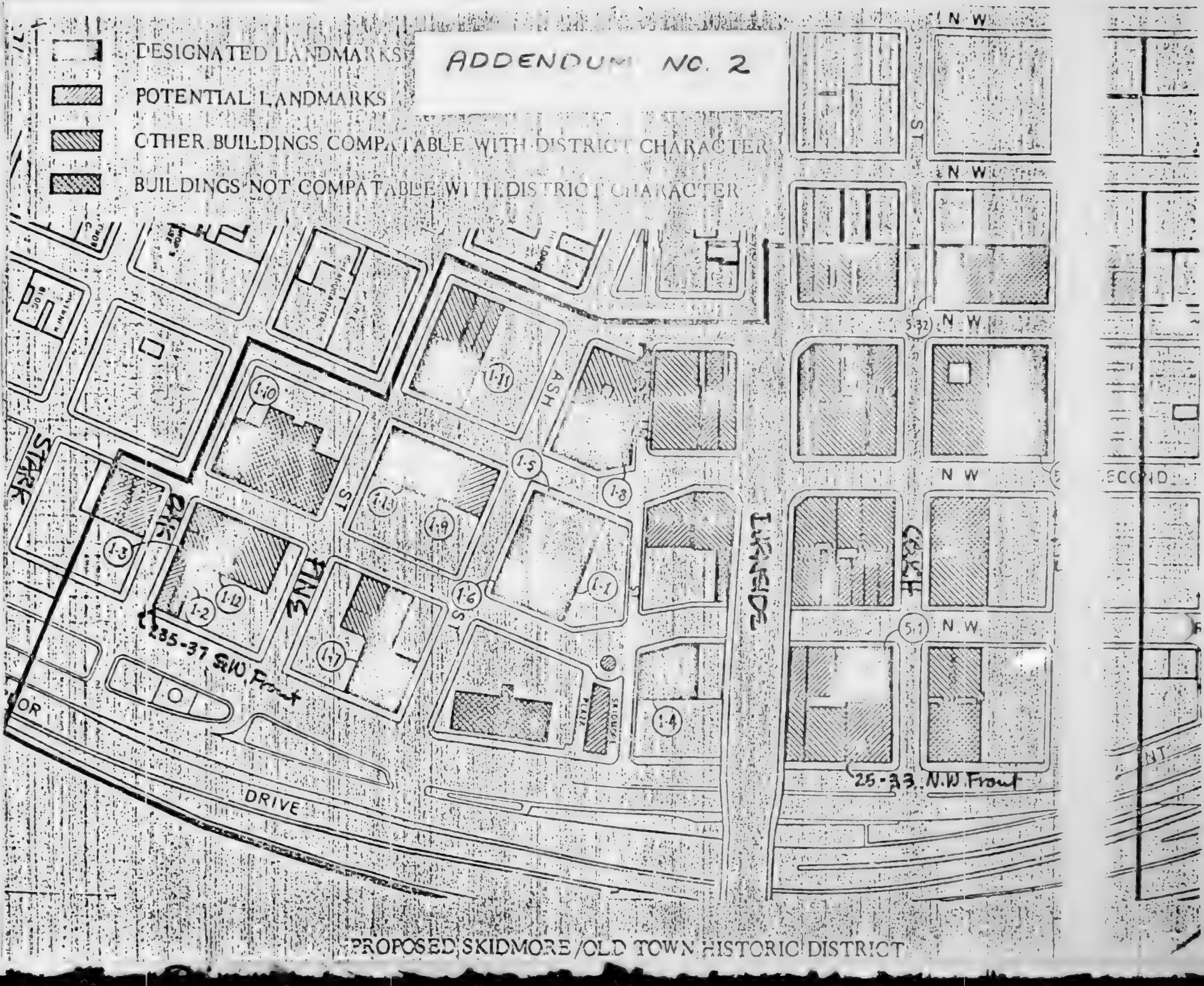
▨ EXISTING OPEN SPACE


DESIGNATED LANDMARKS
POTENTIAL LANDMARKS
OTHER BUILDINGS COMPATABLE WITH DISTRICT CHARACTER
BUILDINGS NOT COMPATABLE WITH DISTRICT CHARACTER
TAYLOR
YAMHILL
MORRISON
THIRD
SECOND
FIRST
FRONT
AVE
S W
ST
2-8
2-16
2-17
2-14
2-20
2-A
2-13
2-11
2-10
2-18
2-12
727 Front
DIRECTOR FURN
MOHAWK
LINDSAY BLDG
PUBLIC MARKET
CAPITAL THEATRE
SEILER BLDG
EDUCATION CENTER
RIVERSIDE VETS
CORBETT BLDG
RUSSELL

ADDENDUM NO. 2

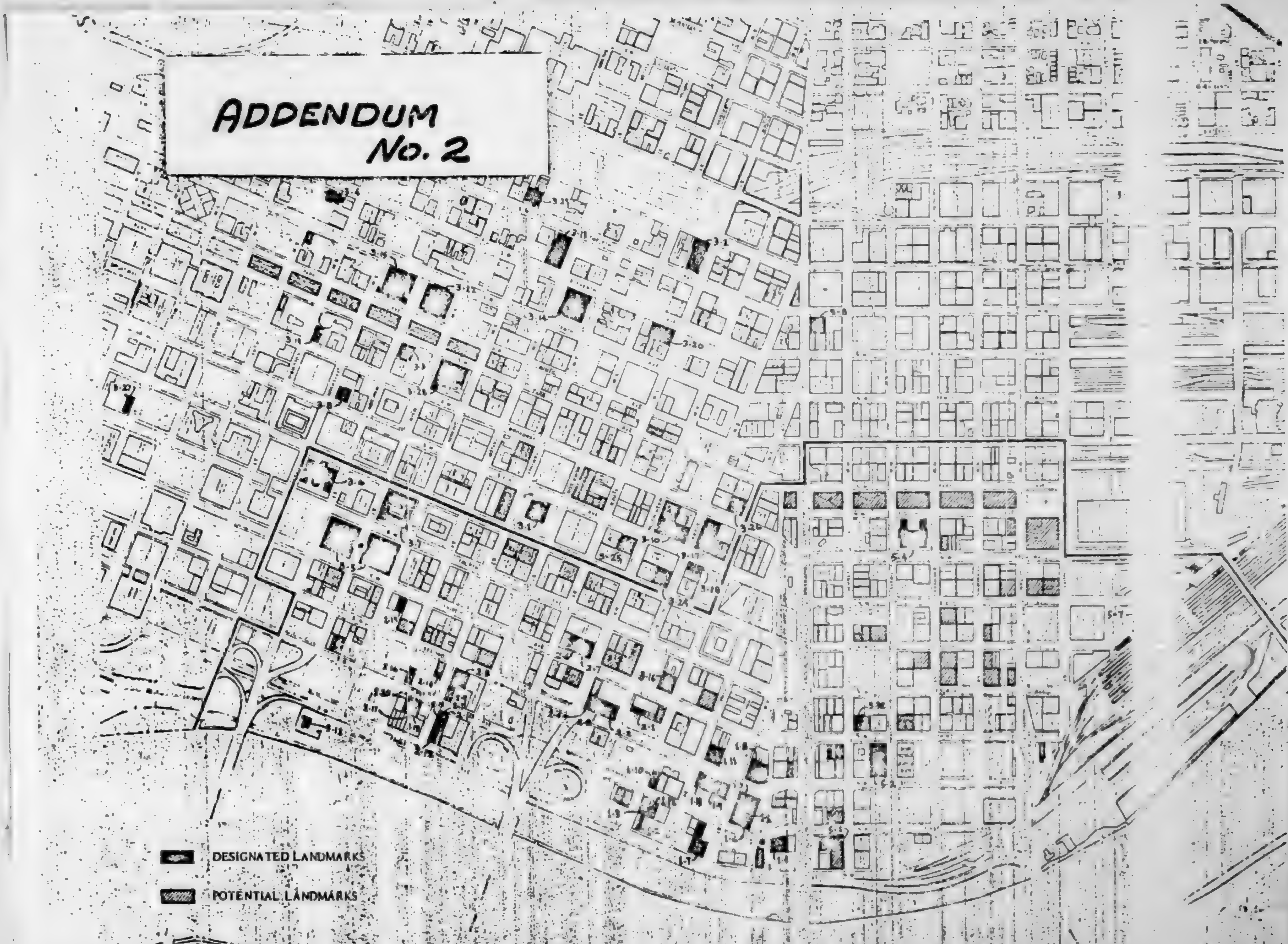
PROPOSED YAMHILL HISTORIC DISTRICT

ADDENDUM NO. 2


DESIGNATED LANDMARKS
POTENTIAL LANDMARKS
OTHER BUILDINGS COMPATABLE WITH DISTRICT CHARACTER
BUILDINGS NOT COMPATABLE WITH DISTRICT CHARACTER
N W
ST
5.32
5.1
SECOND
COUCH
BURNSIDE
ASH
ST
PINE
OAK
STARK
OR
DRIVE
SKIDMORE PLAZA
1.1
1.2
1.3
1.4
1.5
1.6
1.7
1.8
1.9
1.10
1.11
1.12
1.13
25-33 N.W. Front
235-37 S.W. Front

PROPOSED SKIDMORE/OLD TOWN HISTORIC DISTRICT

ADDENDUM No. 2

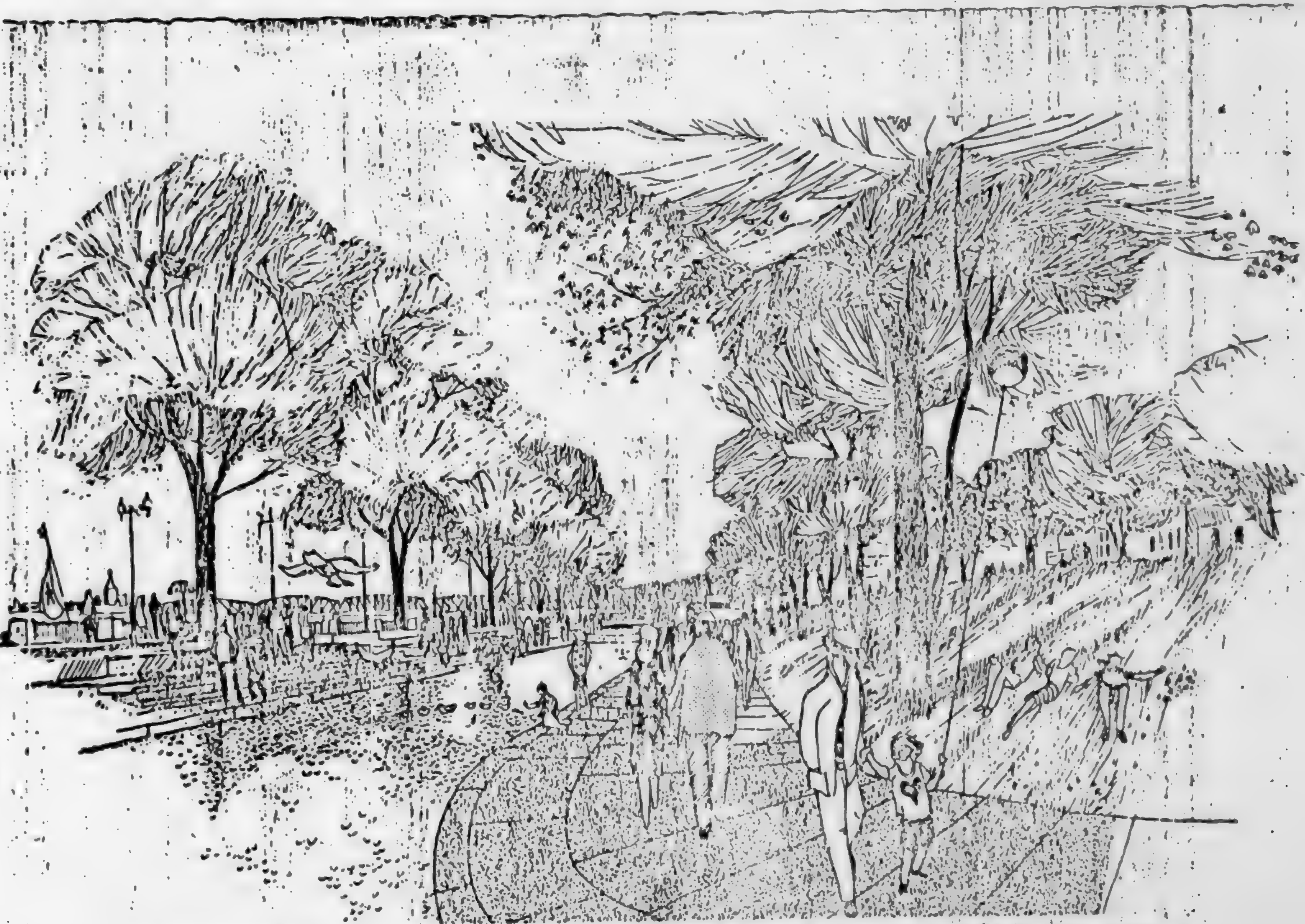

DESIGNATED LANDMARKS
POTENTIAL LANDMARKS

ADDENDUM No. 1

PREFIX NO [illegible]
FILE CODE: 470

METROPOLITAN ENGINEER

2 Oregon Journal, Monday, June 9, 1975 (3)



WATERFRONT PLAN — Artist's sketch shows how Portland's proposed riverfront esplanade could look with the creation of a shallow lagoon for ducks, children and maybe even fish just north of the Hawthorne Bridge. After several public reviews, the City Council is expected to consider the esplanade plan early in August.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f) *
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

*A 4(f) statement is not deemed necessary for Mill Ends "Mini Park since it is not on Portland's official inventory or parks.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans The project is not expected to noticeably change existing conditions.

   b. Noise Standards Smoother road surface and planned vegetation may reduce noise levels somewhat.

   c. Water Quality Standards No significant changes are expected.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

5. EXPECTED ADVERSE EFFECTS ON CULTURAL AND SCENIC RESOURCES, cont.

3) There is a possibility that one tree may have to be removed along the east side of Front Ave., just south of the Burnside Bridge.

4) Front Ave. will be moved closer to existing monuments and memorials.

CONSEQUENCES, cont.

2) This may impair the view of historic building facades along the west side of Front Ave. It is recommended that consideration should be given to providing appropriate breaks in the proposed row of trees and possibly substitute lower, less visually obstructive vegetation at these points.

3) Although the removal of a tree has a negative connotation, in this instance the impact will not be significant. A considerable number of mature trees will be planted along both sides of Front Ave. and eventually throughout the waterfront area to supplement those which already exist.

4) No significant impacts to these monuments are expected by the project, however, future urban renewal phases of development may require their relocation.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: No changes are expected as a result of moving Front Ave.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   1) Moving Front Ave. will place the present site of Mill Ends Park within a travel lane.
   2) Trees will be planted along the west side of Front Ave.

(continued on Page 6A)

Consequences:

1) Some public criticism may be encountered, however, an acceptable solution to those concerned will be found.

(continued on Page 6A)

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

The impact on Mill Ends "Park"

CULTURAL SETTING, cont.

Several monuments occur to the east of Front Ave. These consist of:

1) A memorial to the Battleship Oregon, which includes the ship's mast and figurehead

2) A plaque on a large rock in tribute to the founders of Portland

3) Another mounted plaque on a large rock which marks the site of the old Stark Street Ferry landing

4) A small granite memorial to all Spanish American war nurses.

In addition to the monuments, a small circular area, approximately two feet in diameter is located in the center of Front Ave. within a concrete median. This is known as Mill Ends"Park,"a memorial to the late Richard Fagan who was a columnist for the Oregon Journal. The "park" is currently planted with flowers and one succulent plant. The "park" was created from a man-hole which had fallen into disuse.
None of the aforementioned monuments or Mill Ends"Park"appear on the official city inventory of designated parks and monuments.

The project site lies in a part of Portland that was once the city's center of commerce and entertainment. Several structures along Front Ave. which existed during this era have survived and are historically significant as a part of Portland's heritage. Included among these is the oldest standing structure in the city, the Hallock and McMillan Building, which is located on the corner of Front Ave. and Oak St. Six other buildings abutting the project are on the city's inventory of designated or potential landmarks. Addendum No. 2 shows the relative locations of these historically significant landmarks. Skidmore Plaza is also being proposed as a historic landmark.

In that Front Ave. is being moved away from these historic structures, they are not expected to be adversely impacted by this project.

Existing records indicate that Front Ave. is underlain by the original surface of "blackstone" cobble. Current plans suggest that the uncovered stones might be used to delimit the proposed pedestrian crosswalks.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is entirely zoned M3 (light manufacturing). Current land use abutting Front Ave. to the west consists of several large parking lots, vacant buildings for lease, a tavern, a motor hotel and restaurant, a fire station, various storefront offices, and a small one-quarter block city park (Skidmore Plaza) occurring just south of the Burnside Bridge. Additionally, a large Portland General Electric complex is currently under construction and will encompass the entire block along Front Ave. between S.W. Main St. and S.W. Salmon St.

East of Front Ave., land use is entirely open space excepting a small city of Portland office building and parking area at the southern end of the project section.

(continued on Page 2A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No additional Right-of-Way required.

Consequences:

2. Estimated Changes in Traffic Patterns: No significant traffic pattern changes are expected to occur as a result of this project.

Consequences:

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ______________

☐ Reconnaissance ______________

☐ Field Location ______________

☐ Office Location ______________

☐ Field Prel. Design ______________

☐ Office Prel. Design ______________

☐ Final Design ______________

☐ Contract Plans ______________

FHWA

Status Date

☐ Systems Planning ______________

☐ Prel. Engineering ______________

☐ Corridor Approval ______________

☐ Design Approval ______________

☐ Plans, Specifications and Estimates Approval ______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area lies adjacent and parallel to the Willamette River, providing a narrow open strip between the CBD and the waters edge. Topography is flat with an average elevation of 30 feet above mean sea level. The area has been entirely modified and precludes the existence of any natural vegetation, landforms, or drainage. Existing flora between Front Ave. and the river consists of extensive open lawn space with planted trees and some shrubbery. A few planted trees also occur along the west side of Front Ave. Naturally occurring alluvial soils within the project area have been largely replaced or overlain with imported fill or rubble from previously existing structures. It is thought that some subterrainean void areas are present in the form of old tunnels, vaults, and basements which were never completely filled in.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) No build - This would provide no improvement to the west side of Front Ave. which is presently degraded and aesthetically unappealing.

2) Move Front Ave. as indicated, but pave or patch only those portions of the highway that were added or damaged during construction. A complete overlay would be delayed until future funds are available.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) A series of hearings and informational session have been held regarding the whole waterfront improvement effort which led to action by the City Council and the Portland Development Commission.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☐ Not Required ☐ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies City of Portland, Portland Development Commission, OSHD, FHWA and CRAG.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Hearings and workshops relating to the total waterfront improvement will continue, as well as ongoing coverage by the public news media.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All land affected is under separate or joint ownership by the city of Portland and OSHD. No additional right-of-way will be required.

Typical Section A six lane highway with four 11-foot inner travel lanes and two 12-foot outer travel lanes. A 12-foot planted median, and a 25-foot sidewalk and planting area to the east and a 29-foot sidewalk and planting area to the west.

Bikeway No separate facility proposed along Front Ave.

Structures None proposed.

Additional Facilities Inlaid stone conglomerate crosswalks are proposed.

Access Control No change.

Materials Conventional materials from local sources.

Borrow and Waste Disposal Insignificant amounts are anticipated.

Special Construction Methods None expected.

Characteristics (ADT) Average 1974 ADT for the project section is 24,000

Other General Information (or Supplemental information to items) The project includes the removal and reinstallation of catch basins, inlets, adjustment to manholes, relocation of existing luminaires and existing signal poles, and a complete overlay of Front Ave. Two rows of mature trees will be planted on both sides of Front Ave. with an additional row of smaller trees planted in the median.

Project Sketch Map is Attached: ☒ Yes ☐ No

ORIGIN & HISTORY, cont.

close Harbor Drive (99W), a six lane highway that was located between Front Avenue and the Willamette River. In May of 1974, Harbor Drive was closed and traffic was rerouted to Front Ave. which thereafter became 99W. Harbor Drive was removed and the area was subsequently planted with grass and landscaped.

A consulting firm has been retained by the city of Portland to develop several alternative long range plans for the riverfront area. The preferred option proposes a park setting with planted, mature trees and the inclusion of a large meadow for Rose Festival activities, pedestrian walkways, a 600' man-made lagoon, restrooms, a small complex of food-oriented retail shops, a boat basin and a supportive retail shop, and an open balustrade through which the river can be viewed at a distance. See Addendum No. 1 for an artist's rendering of a portion of this proposed esplanade. The movement of Front Avenue is the first phase in this plan, with subsequent portions being developed as funds become available.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 18, 1975

A. PROJECT IDENTIFICATION

U-306(-)

Name of Project Front Avenue Improvement, Hawthorne Bridge - Burnside Bridge
(Section)

Location of Project - Pacific Highway West (Highway Name) Ore. 99W, FAP 1W (Highway No., US - ORE)

Portland (City) (County) Metro (Region)

Program 25% FAU (Urban Extension) 50% City of Portland, 25% OSHD (Funding) $800,000 (preliminary estimate) (Estimated Cost) 26-1440 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To move existing Front Avenue approximately 13'' to the east for the purpose of providing space for landscaping along the west side.

Origin and History: The project is one phase in the city of Portland's long range plan to develop the waterfront area into a riverfront esplanade. In 1968, Governor Tom McCall created a Harbor Drive Task Force to study a proposal to

(continued on Page 1A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3,500 feet

Termini Hawthorne Bridge - Burnside Bridge

Alignment (new or existing) Existing alignment will be maintained, but shifted slightly to the east.

CATEGORY
3 [illegible]

NON. MAJOR

Form (2)9-74

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~PRO 4-3~~

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
August 12, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Front Avenue Improvement
Hawthorne Bridge-Burnside Bridge Sect
Pacific Highway West
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

APPROVED
E. S. Hunter
Date 8-13-75

RECEIVED
STATE HWY ENGR
AUG 1 3 '75
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

8-14-75
ORIGINAL TO
L. W. Rulien
w/att.

[illegible]113

1W

September 9, 1975

FRONT STREET PROGRAM

NOTED
E. S. HUNTER
cc Olson
Boyd.

ACTION ITEMS:

	ACTION	WHO	WHEN
1.	Make proposal to OSHD on interim project (a) Description (b) Sketch (c) Cost estimates	Doug Van Dyke (Ralph)	By 9-18-75
2.	Meet with Adrian Olson, OSHD, and discuss feasibility of proposal	Doug Van Dyke (Ralph)	By 9-22-75
3.	Present plan to (1) Riverfront Trans. Comm. and (2) City Council	Briscoe Van Wormer	By 11-10-75
4.	Get ROW cost estimates (by appraisal)	Briscoe Mort Michelson	By 11-14-75
5.	State/City agree to "interim project" and redesignate 99E	Hunter/Van Wormer	By 11-25-75

1 Versteeg ✓
2 A. Olson ajl.
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 1 1 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

CEIVED
E HWY ENG
SEP 1 0 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BTV:bg

cc: R. S. Moore
Mort Michelson
Doug Van Dyke
Ralph Lambert
Robert Briscoe
Ed Hunter
Larry Rulein
B.T. Van Wormer

84:3

1

AN EQUAL OPPORTUNITY EMPLOYER

1859

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION
~~**LOCAL GOVERNMENT RELATIONS DIVISION**~~

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

September 15, 1975

L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Hawthorne Bridge-Burnside Bridge
PNRS #7508 2 530

The State Clearinghouse has received additional correspondence on the Hawthorne Bridge-Burnside Bridge project from the Department of Environmental Quality subsequent to issuance of its original sign-off letter of September 10, 1975. The Department of Environmental Quality made the following request:

> *We are interested but require more information to evaluate the proposal. Please indicate the projected ADT the tenth year after construction.*

Your response to this request should be directed to Carl A. Simons, Department of Environmental Quality, 1234 SW Morrison Street, Portland, Oregon 97201.

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young

William H. Young
Administrator

BEN GIFFORD

September 18, 1975

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Aeronautics Div.
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
R. N. Bothman
M. J. Klotz
W. D. Albright
R. E. Etherington, CRAG

RECEIVED
STATE HWY ENGR
SEP 17 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Ben/K

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
... ENGINEER		
PROJ. DEV. ENGR.		
DISTRICT ENGR.		
COUNTY CITY		
FEDERAL AID		
INVENTORY-NFI		
WELFARE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

SEP 16 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~26-1455~~

INTER-OFFICE CORRESPONDENCE

September 19, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Burnside Br.-Hawthorne Br.sec.
Pacific West Hwy.(Front Ave.)

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

At the request of Sam Galbreath, PDC, consideration is being given to revising the proposed cross section as originally conceived for the Front Avenue improvement project, to reduce the number of lanes from six to four, with additional lanes for left-turns and merge movement.

The effect of this decision, which appears feasible insofar as handling the anticipated traffic, is to require the initiation of a negative declaration and resulting documentation of the fact that the reduction in the number of lanes does not have a major impact upon the area.

More directly, the development of a negative dec and the possibility of a hearing will delay the construction of that project by about three months from the projected November date.

Also, the added work of proceeding with revisions to lighting and signalization based on the availability of additinal funds will, at this time, extend the overall project to at least a one year construction period.

ebg

cc: Glenn Jackson
Fred Klaboe

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO
ES
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
R. L. SCHROEDER

RECEIVED
6 1975
Assistant [illegible] Engineer

9/18/75 MEETING ON FRONT AVENUE DESIGN PROGRESS

Agenda

I. Review Design Alternatives
    A. Typical sections
    B. Comparative work elements

II. Review Traffic Impact
    A. Peak traffic classification
    B. Areas of greatest impact
        1) On Front
        2) In Downtown
    C. Duration of peak loads

III. Conclusions
    A. Recommended cross section for design
    B. Additional work required
        1) Environmental impact?
        2) Identify potential opposition?

IV. Other Items for Discussion
    A. Schedule
    B. Process to justify Harbor Drive closure
    C. Agreement
    D. Crosswalks

A meeting will be held on Wednesday, September 24, to finalize the outcome of the discussions of today's meeting into a plan, evaluate the effect of the plan on the schedule for the project, and determine the resources in order to affect that plan by the highway division, the consultant, PDC, city, etc.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
G. A. Potter
E. L. Hardt

RECEIVED
STATE HWY ENGR
SEP 23 '75
FOR

attachment

The introduction of the three-phase signals providing a 35 second phase for pedestrians, including a 15 second walk and a 20 second clear, would reduce the green-time for Front Avenue and the intersecting street by one-third, anticipating an 80 second cycle.

Agreement was reached that the intersections would include a single crossing, either on the north or southside of the intersecting street in order to alleviate some of the above problem.

It was further agreed that some of the phasing for the pedestrian would be an actuated basis which would further alleviate the problem, with some type of a condition to prohibit or limit the pedestrian actuation during peak hours.

Signals are to be added at each intersecting street as well as additional pedestrian access points across Front Avenue.

After considerable discussion, it was agreed that the pedestrian undercrossing at Morrison would be maintained under the current project.

It was further agreed that the crossing, both pedestrian and auto, at Couch would be eliminated.

Agreement was reached on elimination of the pedestrian crossing at Burnside.

It was further agreed that the Ankeney crossing was a necessity.

Kaiser advised he felt that with the present information, the reduction in the number of lanes, a negative declaration would be required to satisfy federal and state requirements. The negative dec was discussed as being the documentation of the impact of the project. Also explained was the hearing required, etc., with the end result of a three to six-month delay if any reduction in capacity is included in the project.

Timing of the construction was discussed, including a period during June (the Rose Festival), when the project would have to be in a condition to allow for that activity.

PDC is using fiscal '76 money--some amount from projects which are not able to proceed. It is critical that they obligate their money during the current fiscal year.

The actual effect upon completion of the project by delay to accomplish the negative dec may be very little due to the period of time involved during the Christmas holidays and the dead of winter when construction would most likely not go forward.

It was decided that all elements would be included under a single contract, including pavement work, landscaping, signalization, lighting, and etc. PDC will obtain the trees, possibly obtain signal and lighting equipment, and have that material on hand. The funding is as earlier arranged, that being curb-to-curb work assigned to the state; work outside the curb assigned to the city.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1455-210

NOTED
E. S. HUNTER

September 22, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Burnside Br.-Hawthorne Br.sec.
Pacific West Hwy. (Front Ave.)
meeting of 9/19/75

TO: MEMO TO THE FILE

NOTED
R. L. SCHROEDER

The attached agenda was followed at a meeting held on the Front Avenue project, attended by representatives of the Portland Development Commission (Sam Galbreath, etc.), Bureau of Traffic Engineering (Don Bergstrom), the PDC consultant (Bob Frasca, etc.), and OSHD (Bothman, Klotz, Limbocker, Wolfe, Peterson, and Kaiser).

The purpose of the meeting was to analyze traffic information produced by Wolfe and Peterson, the design work done by the PDC consultant, and the effects of these two elements on the environmental assessment accomplished by Kaiser for the project.

The city policy with respect to the waterfront plan calls for reduction of traffic on Front Avenue; therefore, the plan should call for minimizing traffic at this time.

Instead of the originally conceived scheme to simply relocate the six lanes easterly to accomodate the landscaping on the westside, the PDC proposal is to provide a four-lane section in order to reduce cost, increase the parklands, and meet the goals of the waterfront development.

The long-term plan goes so far as to call for closure of Front Avenue, although this is not under consideration at this time. An alternative to that plan is to proceed with a four-lane boulevard.

The traffic analysis indicates that the three southbound lanes can be reduced to two, with the exception of the Morrison Bridge and Steel Bridge ramps where additional merging lanes are required. Northbound, a two-lane section is adequate with left-turn storage at Morrison, and with a merging lane for the Hawthorne Bridge.

Included in the PDC proposal at this time for Front Avenue are three-phase signals providing for pedestrian actuation of a pedestrian phase. The second phase being for Front Avenue; the third phase being for the intersection street. All intersections are Ts so the intersecting street phase would be for left-turn movements.

The PDC prpopsal now calls for a 29' planting-walk strip on the westside, as opposed to the earlier 25' strip, in order to provide for adequate planting areas (staggered trees).

To handle traffic at today's level of service, a six-lane facility is required between Hawthorne and Morrison.

A five-lane section could be so constructed as to provide this same level of service with the three-lane section, alternating from northbound to southbound.

RECEIVED
SEP 24 1975
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project U-306(-)
Hawthorne Br.-Burnside Br. Section
Pacific Highway West

DATE: October 24, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Reference is made to our August 8, 1975 memorandum covering th environmental assessment on this project. Our Metro Area Engineer has followed the early stages of project development including recent plans to reduce the number of lanes.

The project is part of the Waterfront Park development as defined in a report prepared by consultants and adopted by the City Council. The ultimate plan, according to that report, is to discontinue Front Avenue as a through route. This project would constitute an interim stage in that development. The basic purpose of the project is park development. No transportation improvement is evident and the long range proposal is to terminate the facility for through traffic. For these reasons the project is not considered eligible ✓ for funding with Federal-aid Highway funds.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
Rubin
FOR

Info	Inves	R/D	D/R	Sign	
		X			X

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
ENGINEER		
OCT 30 1975		
FEDERAL AID		
REMARKS:		

OREGON STATE HIGHWAY DIVISION
Metropolitan Section

Sheet 1 of 1 Sheets
Date 10/30 1975
By:

FRONT AVENUE ESPLANADE

(3) 1 & 2 plus Reconstruct East Curb & Overlay A.C.

COST - ESTIMATE SUMMARY

Item	Unit	Quantity	Allowance	Net Quantity	Unit Price	Cost
Curb Removal	L.F.	3,500			1.50	5,250
Const. Type 'C' Curb	C.Y.	110			125.00	13,750
Adjust Inlets	ea.	35			75.00	2,600
Adjust M.H's.	ea.	15			250.00	3,800
Reconst. Inlets	ea.	7			400.00	2,800
Surfacing (A.C overlay)	Ton	3,750			20.00	75,000
Flagging (Directional Protection)	Lump					5,000
subtotal						103,200
Mobilization 7%						7200
subtotal						110,400
Eng'r. & Contingencies 20%						21,600
TOTAL (3)						132,000
						183,000
TOTAL (1) & (2) & (3)						315,000

OREGON STATE HIGHWAY DIVISION
Metropolitan Section

Sheet 1 of 1 Sheets
Date 10/30 1975
By:

FRONT AVENUE ESPLANADE

② 1 + const. Island, Remove Pavement under Island

COST - ESTIMATE SUMMARY

Item	Unit	Quantity	Allowance	Net Quantity	Unit Price	Cost
Pavement Removal	C.Y.	2,300			5.00	11,500
Const. Conc. Island	C.Y.	75			125.00	9,400
Asph. Conc. Backfill	TON	350			20.00	7,000
Const. Type 'C' Curb	C.Y.	380			125.00	47,500
Flagging (Directional Protection)	Lump Sum					5,000
subtotal						80,400
Mobilization 7%						5,600
subtotal						86,000
Engr. & Contingencies 20%						17,000
TOTAL ②						103,000
						80,000
Total ① & ② (+71,500)						183,000

OREGON STATE HIGHWAY DIVISION
Metropolitan Section

Sheet 1 of 1 Sheets
Date 10/30 1975
By:

FRONT AVENUE ESPLANADE

(1) Remove & Reconstruct West Curb, Adjust Drainage, Remove Island w/o reconstruct

COST - ESTIMATE SUMMARY

Item	Unit	Quantity	Allowance	Net Quantity	Unit Price	Cost
Island Removal	Sq. Yd.	600			3.00	1,800
Curb Removal	L.F.	3,500			1.50	5,250
3500 L.F. Const. Type 'C' Curb	C.Y.	124			125.00	15,500
Asph. Conc. PATCH AND FILL	Ton	500			20.00	10,000
Reconst. Inlets	ea.	18			400.00	7,200
Reconst. M.H.'s.	ea.	5			450.00	2,250
Signing	All					10,000
Flagging (Directional Protection)	Lump					10,000
subtotal						62,000
Mobilization (7%)						4,500
subtotal						66,500
Eng'r. & Contingencies 20%						13,500
TOTAL						80,000

The FHWA has now indicated the project does not meet guidelines for federal participation, leaving us without funding.

With the reduction of the section to four lanes, it is not necessary to widen to the east. The project now consists of removing the westerly curb and 19 feet of pavement, incorporating that into a landscaped area, relocation of median islands, adjusting of inlets and manholes, and miscellaneous items.

Without federal funding, the division has four alternatives by which to pursue this project:

1. Do nothing
2. Remove and reconstruct the west curb, adjust the drainage,and remove the islands without reconstruction of the islands at a cost of $80,000
3. No. 2, plus reconstruction of the islands, including removal of the pavement, for a cost of $183,000
4. No. 1 and No. 2, plus reconstruction of the east curb, and overlay the street, at a cost of $315,000

I have not presented the foregoing alternatives to the city. I would appreciate your recommendation as to how to proceed.

ebg

attachment

Info
Inves
R/D
D/R
Sign
Act
File
FOR
REFER TO
NOV 4 '75
RECEIVED
STATE HWY

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1455

November 3, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Front Avenue

TO: F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Early in June of this year, I met with Mr. Jackson, Sam Galbreath of PDC, and Bob Frasca, consultant, to review the city's proposal for the improvement of Front Avenue.

Using plans provided by PDC prior to the meeting, the Metro Design Section established a cost for the project at $765,000.

As I remember, Mr. Jackson indicated to the city's representatives that the state did not have that amount of money for the project; however, after reviewing the itemized cost estimates I determined that it could be done for $200,000, considering the following: street relocation including removal of existing curbs, walks, and concrete islands, reconstruction of the curbs with the street relocated 13 feet to the east as proposed at that time, reconstruction of the concrete islands, a minimum amount of asphaltic concrete to account for the 13 feet of widening, plus some patchwork on the westside of the street where the curbs were to be relocated, but without an overlay.

Sam Galbreath indicated PDC had $400,000 available that was proposed to be used for work outside curbs, including landscaping, sidewalks, etc.

The revisions of luminaires and signals would be done by the city traffic bureau at their expense.

At the time I presented the project to you for consideration, I presented alternatives of proceeding with or without an overlay, with the recommendation that the overlay be included. I understand you approved the project with the overlay with the stipulation that the project be funded by FHWA.

The project was initially proposed to be simply a relocation of the existing six lanes; however, PCD is now requesting we go to their second phase of the development of the waterfront which calls for reducing the lanes to four, with left-turn lanes (actually a five lane section).

Our traffic analysis indicates that a satisfactory level of service can be provided with the four-lane proposal in the year 1990.

NOTED
F. B. KLABOE

1. Reconstruction of Powell Blvd. River to S. E. 52nd - $2,985,000.

1.a. Front Avenue Improvements - $315,000.

2. Construction of S. W. 72nd ramps at Rte. 217 - $810,000

3. Preliminary engineering and contract document for Oregon City Bypass - $1,500,000.

4. Reconstruction of S. W. 185th & TV Hwy. Intersection - $1,200,000.

5. Reconstruction of Union Avenue - $4,500,000.

6. Reconstruction of Macadam Avenue - $5,100,000.

7. Improvements to Pacific Hwy. West in Lake Oswego $1,200,000.

be it further

RESOLVED, That the Board of Directors directs the Executive Director to forward a copy of this resolution to the Oregon Transportation Commission for consideration.

ADOPTED By the Board of Directors this 22 day January, 1976.

By Larry Rice
Larry Rice, Executive Director

12/3/75

CRAG RESOLUTION

BD 750906R

FOR THE PURPOSE OF ESTABLISHING PRIORITY PROJECTS FOR STATE BOND MONIES

WHEREAS, The Oregon State Highway Division has requested CRAG to recommend highway projects in the region eligible for State Bond funding, and

WHEREAS, CRAG has previously recommended nine signalization projects under this funding program, and

WHEREAS, The Board of Directors previously directed that eight further projects be the subject of reconaissance studies by OSDH so that they could properly be considered and evaluated by TTAC and the Board of Directors, and

WHEREAS, The Transportation Technical Advisory Committee has received a report on such reconnaissance studies, has reviewed the eight projects, and has recommended them to the Board for implementation, and

WHEREAS, The CRAG Board of Directors by adoption of BD 750906 approved projects and recommended their implementation, and

WHEREAS, The City of Portland has requested the Board revise the adopted priorities by reducing monies allocated to the Powell Blvd. project by $315,000 and adding a 1.a. project entitled Front Ave. Improvements and establishing $315,000 for its implementation; now therefore be it

RESOLVED, That the Board of Directors revises BD 750906 and establishes the following projects in order of listed priority for the general sum of money denoted and recommends their implementation.

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Washougal

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri Met
The State of Oregon

January 27, 1976

Mr. George Baldwin
Director of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

In order to determine highway project priorities for funding with State Highway Bonds, the Oregon State Highway Division has asked CRAG to determine eligible projects and establish their priorities. As you know, we have done that in the past and provided you with a list of seven projects, arranged in priority order.

The CRAG Board of Directors has now acted to modify that list, by adding a project on Front Avenue in the City of Portland between priority projects 1 and 2 in the old list. Enclosed with this letter is a copy of the resolution adopted by the Board on January 22, 1976, numbered BD 750906R which describes the Board action.

Please arrange for the implementation of these projects in priority order insofar as money is available for these purposes.

Yours truly,

Larry Rice

Larry Rice
Executive Director

LR:ls
2:3

ESH

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
[illegible]
FOR
Info Inves R/D O.R Sign Act File

PROJECT MANAGEMENT
JAN 30 '76
REFER TO:
FOR
Info Investigate R/D Action File Letter See me

RECEIVED
JAN 30 1976
OFFICE
DIRECTOR of TRANSPORTATION

8413 13

February 23, 1976

City of Portland
Portland Development Commission
1700 S.W. 4th
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 5571

Gentlemen:

Attached for your records are two fully executed copies of an agreement providing for realignment and landscaping of the Burnside Bridge-Hawthorne Bridge Section of Front Avenue (Pacific Highway West) as one phase in development of the Portland Downtown Plan.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(conf. agree. att.)

15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Burnside Br.-Hawthorne Br.
Highway: Pacific West
County: Multnomah
Prefix: 26-1304
Res. Engr: K. D. Limbocker

Date March 1, 1976
Ten Year Traffic Coefficient 9.5
18 kip s.a. per day 404
R value 36
Frost Penetration - - - -
CBE Total Requirement 22.0"

772 K

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.A.)	4.0
2.0"	A.C.W.S.	4.0
7.0"	A.C.B.	14.0
11.0"		22.0

"Existing Roadway"

2.0"	A.C. (F.A.)
2.0"	A.C. Overlay, with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
STATE HWY ENGR
MAR 2 '76
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

March 16, 1976

FILE: 26-1304
(120)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Commitment from PDC on Front Avenue project

TO: MAX J. KLOTZ

A reminder to followup the Front Avenue projects.

Hunter requested the commitment from the city (or PDC), to deposit the monies in accordance with the agreement for this project, until such time as we go to contract. The need is for commitment to this arrangement prior to going to bid, and the actual monies to be deposited prior to awarding the contract. This is the same procedure as with other city projects.

In summary, the state will not bankroll this project. A letter commitment is what is needed from either PDC or the city, whoever is going to handle the funds.

Please obtain the necessary commitment.

ebg

Bob

Sam Galbreath has been contacted by me & advised of this day before yesterday (March 17th). He said that he would have a letter sent to us giving the commitment.

Max

FILE FX1 PR2 DE
O.S.H.D. - METRO
MAR 2? 1976
DE FILE T/A

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO
FOR
Info
Inves
R/D
D/R

cc HUNTER
3-22-76

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Robert Ames, Chrmn.
Louis Scherzer
Bob Walsh
Dennis Lindsay
Allison Logan Belcher

J. David Hunt
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
(503) 224-4800

26-1304
120

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 24 1976
OE FILE T/A

March 23, 1976

Max J. Klotz, Metro Planning Engineer
Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Re: Burnside Bridge/Hawthorne Bridge Section Pacific Highway West (S.W.Front Avenue) File: 26-1304 (120)

Dear Mr. Klotz:

In accordance with the Agreement between the State and City relative to the above project, please be advised that the Portland Development Commission has set aside the necessary funds to accomplish those things to be done by the City as stipulated in the Agreement. The Development Commission stands ready to deposit funds to an account of the Oregon State Highway Division established for the construction of the project. The amount to be deposited will cover those items of construction which are identified as City responsibilities in the Agreement.

Please notify Sam Galbreath, Project Manager, as soon as possible after bid opening as to the amount necessary to cover City responsibilities. That money will be transferred to you prior to the awarding of the construction contract. It is extremely important to us that this transfer of funds and award be made as closely as possible in accord with the schedule transmitted to you in Mr. Galbreath's memorandum of February 23rd. The City is expecting the earliest possible starting date for the project. Thank you for your continued assistance.

Very truly yours,

J. David Hunt
Executive Director

JDH/ms

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO

FOR

Info	Invs	F/D	C/R	Sign	Act	Ltr

841

1
5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 31, 1976
Portland, OR 97213

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Commitment from P.D.C.
Burnside Br.-Hawthorne Br.

TO: R. N. BOTHMAN
Assistant State Highway Engineer

278-H
912-K

Here is a letter from J. David Hunt, Executive Director of the Portland Development Commission that gives a commitment of the city's funds to cover their portion of the Front Ave. project.

I called Sam Galbreath and advised him that we would request the city's share as soon as our final estimate was worked up and not wait until the bids are opened. Galbreath said there was no problem with this. In fact, it would be better from their standpoint because it would allow them to commit the funds well before the end of the fiscal year.

jlg

attachment

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 2 '76
ER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Hunter
w/attachments

NOTED
R. L. SCHROEDER

SPECIAL PROVISIONS

Section - Salvage of Belgian Paving Blocks and Curb Stones

All Belgian paving blocks and curb stones removed in the course of excavation are the property of the City of Portland.

The Contractor shall separate the paving blocks and curb stones from other excavated material and shall haul them to the City of Portland, Bureau of Parks Yard at Delta Park. Each truckload of blocks and/or stone shall be inspected and approved by the Engineer who shall issue a bill of lading before leaving the site. The bill of lading shall be presented to the yard foreman who will direct where the material shall be dumped.

MEMORANDUM

Date March 19, 1976

TO: Esplanade Construction File

FROM: SCG

SUBJECT: 3/18/76 Meeting with David Wilhite (OSHD), Frank Pfersch (Bureau of Streets and Structures), JJR and SCG

The purpose of this meeting was to establish liaison between the State's Metropolitan Utility Engineer, the Bureau of Streets and Structures Utility Liaison Engineer and ourselves. Discussed was the history of involvement of private and public utilities in preliminary project planning. Also, we reviewed work to be done by the various utilities and city departments. Frank and Dave were provided with complete sets of correspondence between the Development Commission and Utilities pertaining to the project as well as the Agreement between the City and the State specifying project responsibility.

Both men are distributing the latest State drawings to the Utilities for their review of elevations and their impact on existing utilities. Dave agreed that from this point forward he will assume responsibility for assuring the necessary communication, coordination, and scheduling of final design and construction between the Utilities and State. It was also agreed that any communications between Utilities and the State would be copied to SCG in order to keep the Commission current on work progress.

SCG:eg
cc: Jim Kirk
Cowles Mallory
Max Klotz
Jack Cornwall
JJR

MEMORANDUM

Date March 19, 1976

TO: Esplanade Construction File

FROM: SCG

SUBJECT: 3/17/76 Utilities Coordinating Meeting with Jim Kirk, Bob Johnson, JJR and SCG

The purpose of this meeting was to discuss with representatives of the City Engineer's office the approach to the coordination of utility work in conjunction with the Front Avenue Project. Also reviewed were the project timetable and ways in which the Engineer's staff could assist in project implementation.

Jim Kirk agreed to prepare an ordinance waiving permit fees (as required by the City/State Agreement) for introduction the week of March 22nd. He and Bob Johnson also agreed to act in behalf of the Department of Public Works to speed the issuing of permits for the project when they are applied for by the State's contractor. Review of the State's schedule of 3/15/76 indicated their belief that the time required for City review and approval of plans and specs could be five days rather than the fourteen days allowed by the State.

Jim Kirk will prepare a letter for the City Engineer's signature which will indicate timing for the ordinance and reiterate their position relative to expediting the review and permit process. Both Jim and Bob feel that because of the level of information already provided City Bureaus on the project, there should be no problem in the final review and permit process.

SCG:eq
cc: Jim Kirk
Cowles Mallory
Max Klotz
Jack Cornwall
JJR

Other items reviewed included the assignment of responsibility for utility coordination during final design and construction. The Commission staff has assumed preliminary coordination responsibilities through preliminary design. It is now appropriate that the State assume the responsibility for assuring that final construction plans, timing and coordination is accomplished between all effected utilities, the State and it's contractor.

A subsequent phone call on the 17th from Max Klotz requested that the City provide to OSHD a letter indicating their intention and ability to deposit with the Highway Division funds equal to the City's share of the construction contract prior to awarding the construction contract.

SCG:eg
cc: Max Klotz
Jack Cornwall
JJR

PORTLAND DEVELOPMENT COMMISSION

MEMORANDUM

Date March 19, 1976

TO: Esplanade Construction File

FROM: SCG

SUBJECT: 3/15/76 OSHD Meeting to Review Water Bureau Plan Comments, Front Avenue Project Budget and Schedule

Dick Vrooman of the Water Bureau reviewed his comments on preliminary plans. Marked-up plans were provided to the State for their use in final design. It was agreed that the Commission would provide the State a detail of paving treatment around valve boxes in response to Water Bureau concerns about maintenance access.

The State's most recent cost estimate were reviewed. Estimates for State work outlined in the Agreement are $319,000. Estimates for adjustments of Front Avenue under the Hawthorne Bridge and for the partial removal of the northbound bridge ramp are $83,000. These costs plus the $1,162,094 estimate of Wolff/Zimmer bring the total estimated project cost to $1,564,094. This is within the project budget of $1,585,000.

The budget review indicated that all items to be part of the construction contract have been included in either the OSHD or Wolff/Zimmer estimates. The State agreed to review the estimate for the Hawthorne Bridge work to assure that all elements involved in this adjustment are reflected in the current estimates.

The State's revised schedule moves the bid opening date from May 24th to June 24th. The delay is attributed primarily to the work load within OSHD's Salem office. I-205, Sunset Transit Way, Banfield Transit Way and Powell Boulevard preliminary planning all hold priority status above Front Avenue. One area where compression may occur is within the time allowed for City review of plans and specs. The State shows fourteen days. The staff feels that these reviews can occur within five working days. The importance of meeting the previous schedule as closely as possible was emphasized. Pointed out especially was the need to obligate HCD funds before the end of this fiscal year. A bid opening on June 24th would make this almost impossible.

The State agreed to review their schedule with their departments involved to determine if a reduction in work time can be accomplished. They will report on this review by the end of the week. If time savings can occur, it is possible that the job may be bid in early June.

4) Has a disposal site for excess excavated materials been specified?

Both Public Works and the Parks Bureau are aware of the need to identify a disposal site for the project. As soon as you provide an estimate of the approximate quantity of material for disposal, we will identify a site.

5) How does the city plan to salvage paving blocks? Will this be done by the contractor or the city, and how is it to be coordinated if done by the city?

The salvage of Belgian Paving Blocks and Curbstones will be accomplished by specifying in the contract documents that the contractor separate such from excavated material and transport them to the Bureau of Parks yard at Delta Park. Attached is suggested wording for the special provisions of the specifications.

6) Are departments requiring permits for construction work prepared to issue the permits without delay to the contractor?

As indicated in the attached memo re 3/17/76 utilities coordinating meeting, Jim Kirk of the Department of Public Works has assured that there should be no problem in promptly issuing permits for the project. A letter to that effect will be provided by the City Engineer and will be forwarded as soon as received. Further, an ordinance will be introduced this week which will waive all fees required for such permits. A copy of that ordinance, too, will be forwarded.

7) Has an agreement between the city and the county, for removal of the Hawthorne Bridge ramp, been consumated?

Ken Gervais, the County's Director of Environmental Services, is in the process of determining the nature of agreement, permit, etc. required between the City, County and/or Contractor in order to remove the ramp. I will relay his findings as soon as possible.

In response to your request of the 17th, enclosed is a letter indicating the City's intention and ability to deposit with the Highway Division funds equal to the City's share of the construction contract. Also, in response to Don Billings' request on the 19th, attached are originals of our Architect's and Landscape Architect's drawings for the Project. I encourage their use in any way possible to reduce the time and the work required of your design section in preparing final plans and specifications. Don mentioned that the 1" = 10' drawings prepared by Wolff/Zimmer may have to be re-drawn at 1" = 20' to meet OSHD plan specifications. If this is truly the case, I would encourage that such reduction be accomplished photographically as a more economical and error-free means to effect the change.

Attached, too, are the special conditions of the City Traffic Engineer relative to the installation of traffic signals.

I hope that this letter and the attached material adequately answer your questions and that you are proceeding as quickly as possible with the project.

SCG/ms
Attachments
ccs: Cowles Mallory
Dale Christianson
Jim Robertson
ccs: Don Bergstrom
Ken Gervais
Jack Cornwall

8413

Burnside Bridge - Hawthorne Br.
Pacific Hwy W. (Front St.)
Multnomah County
1W

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Robert Ames, Chrmn.
Louis Scherzer
Bob Walsh
Dennis Lindsay
Allison Logan Belcher

J. David Hunt
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
(503) 224-4800

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Anderson
Trout

RECEIVED
MAR 29 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

March 23, 1976

TO: Max Klotz

FROM: Sam Galbreath

SUBJECT: Response to Your 3/12/76 Letter

The following respond to questions raised in your 3/12/76 letter on the Front Avenue Project:

1) Have utilities, public and private, been notified of the proposed work schedule? Will the city coordinate this work?

All public and private utilities have been notified of the proposed work schedule. Initial contact with public utilities occurred during November 1975. All private utilities were initially contacted and briefed on the project during November 1975. Various correspondence and preliminary plans have been provided to all utilities since that time. The most recent correspondence was my memorandum of February 23 on the Final Design Plan and Schedule of which you received a copy. Note that the schedule contained in that memo is not that recently proposed by OSHD.

Regarding the second part of your question, please note the attached memos re 3/15, 17, and 18 meetings with OSHD, City and Development Commission representatives to discuss utility coordination during final design and construction. Concluded was that OSHD will have the responsibility for utility coordination in these phases.

2) Are signing revision plans being prepared in accordance with the city/state agreement?

Don Bergstrom, City Traffic Engineer, discussed with Bob Bothman the question of sign design. It was concluded that the State design any sign revisions and include necessary work in the construction contract. The City will pay for the work as provided in the Agreement.

3) Are city departments, other than public works, to review the contract plans? If so, how many copies should be furnished?

In addition to the Bureaus of Lighting, Sanitary Engineering and Streets and Structures within the Department of Public Works, the Fire, Parks, and Water Bureaus will also be involved in review of contract plans. Also, of course, the Development Commission and its architects will review and approve contract plans as provided in the Agreement. Thus, a total of nine copies of the contract plans should be provided us for distribution and review.

NOTED
L. K. WATSON

NOTED
D. O. Christensen

The plans and typicals provided by the architects will be included as part of the contract plans. Some details and revisions are to be recommended for the architects to revise their plans. These will be submitted the first of the week at a meeting with them, Metro and Final Design. The time and date to be arranged through Don Billings.

The items listed as being needed to complete the plans should be to me by April 23, 1976. Even then it is questionable that a June 24, 1976, bid opening can be met.

LKW:jh

cc: Marion Craft, Region I

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
APR 14 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

~~5~~ 2W

Salem, Oregon
April 14, 1976

Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

Burnside Bridge-Hawthorne Bridge
Pacific Highway (Front Street)
Multnomah County

Max Klotz
Metropolitan Planning Engineer

I discussed the following items with Don Billings by phone on Tuesday as being needed to complete the plans.

1. Cross sections and earthwork. They are to be on the shuttle bus Wednesday the 14th.
2. Disposal area for excess material.
3. Permanent signing.
4. Stage construction.
5. Removal of ramp from Hawthorne Bridge.
6. Sidewalk ramp details by consultants that do not conform to City of Portland or State standards.

Additional items which he will submit details on are:

1. Surfacing details for narrow islands.
2. Capping details for abandoned inlets, reconnecting pipes through existing inlets or abandon and plug inlets and pipes.
3. Additional details of construction at the beginning of the project.
4. Typical section for bus turnouts.
5. Manhole reconstruction under curb at Station 114+90.
6. Sidewalk ramps in islands on Stark and Morrison Streets.
7. Driveways to be State standards and widths as shown on consultant's plans.
8. Sanitary sewer revisions submitted by City of Portland to be included in construction plans.

113

1W

Salem, Oregon
April 16, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region 1 Engineer

Burnside Bridge-Hawthorne Bridge
S. W. Front Avenue Section
Pacific Highway West
Multnomah County

This project is being assembled in Final Design under Mr. L. K. Watson's direction. The architect's portion (PDC) of the work is about 1-1/2 million dollars and the roadwork is about 1/2 million dollars. This is a committee design project and will be difficult to construct.

The Resident Engineer assigned to construct this project should contact the Final Design Unit and arrange an in-depth review of the contract plans. While the design cannot be changed maybe the plans and specifications can be simplified and made more understandable.

We should try and avoid the wholesale plan changes that are typical of this kind of project. With the PDC, City and the other parties involved chances of carrying out this objective are slim and none.

JHV:jh
cc: C. T. Keasey

RECEIVED
APR 19 1976
ROAD DESIGN SECTION

Versteeg
Olson
✓ Christensen Don
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Semple
✓ Watson LW
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Conduit may be used in place of direct burial method upon City's request.

9. Wires, Junction Boxes, Conduit - The wire sizes shown were too small on some circuits when considering load sizes and voltage drops. Wire type could be THW in place of the USE if a cast iron watertight junction box is used, resulting in lower costs. The City will check into this.

10. Panel Board - The panel board should be a 600 AMP instead of the 400 AMP as shown on plans. The panel will have six lighting branch circuit breakers and photoelectric relay control circuit breaker. The City will check for the circuit breaker sizes.

11. Cabinets - The City will send a shop drawing of a metal cabinet to be used to house the contactors and test switch.

12. Existing Pole - The existing City-owned pole on Salmon St. will need to be serviced upon removal of PGE's davit poles. The City will check the existing service requirements and contact the State.

RAE:dh

cc G. J. Ballard
L. K. Watson

Wayne Fretwell
Technical Services Division
400 S. W. 6th
Portland, OR 97204

REFERRED TO
Beard Read
Cole Sample
Erikson ✓ Watson W
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 ✓
2 Doz
3 Swenson
Trout
RECEIVED
2 2 1976
SECTION
Requires Reply
Review and Keep

6113 TJ 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: BR 16287

Salem, Oregon
April 21, 1976

FROM: Robert A. Edgar

TO: Memo to the Files

SUBJECT:
Illumination
Burnside Br.-Hawthorne Br.
Pacific Highway West (Front Ave.)
Multnomah County
Bridge No. 16287

The following items were discussed at an April 19 meeting concerning the new illumination on Front Ave. Dave Willhite , Metro Office; Wayne Fretwell, City of Portland; and I attended the meeting.

1. Concrete vault - The City has no preference as to a particular manufacturer's type vault. The City is to check the size vault required and the cover type to be used. The contents of the vault will also be checked.

2. Poles - The City will furnish the contractor all pole parts, fixtures, ballast socket assembly and anchor bolts. The ballast-socket assembly will be pre-assembled for the contractor. The City will send plans and specifications for the erection and painting of the poles.

3. Lamps - The lamps will be a 400W Deluxe Mercury Vapor Lamp.

4. Pole Removals - The existing poles north of Burnside Bridge are city-owned. Only the first four poles (closest to bridge) will be removed by the contractor and delivered to the Stanton Yard. The northeasterly pole to be installed as shown on the architects' plans will be omitted.

5. Relocated Poles - The two existing poles to be relocated as shown on architects' plans are PGE-owned according to the City. The City will check for possible replacement of the poles and whether they are to be removed by PGE or the contractor.

6. Davit Poles - The existing Davit poles south of Burnside Bridge are PGE-owned according to the City. Metro will check to see if the poles will be removed by PGE or the contractor.

7. Conduit - Conduit will be rigid steel, 36" below grade.

8. Electrical Service - The City plans indicate that the service conductors will be a direct burial. Contractor will trench and backfill for conductors. PGE will supply and install conductors. The City will check for the transformer location and number of current transformers required.

Justin Vincent	OSHD
Robert Edgar	OSHD
Vern Butzer	Metro
Jack Cornwall	Wolff-Zimmer
Sam Galbreath	PDC
Larry Roberts	PDC - Engineering
Mario J. Martins	City of Portland Bureau of Traffic Engr.
William K. Witmore	Landscape Architect
Wayne J. Fretwell	City of Portland

LKW:jh
cc: Norman L. Henry
Bob Shotwell
Don Billings
Tom Savage
Vern Butzer
C. G. Swenson
Bill Beard

The Metro Section will provide the following information:

A revised plan for Mills End Park as submitted by the PDC.

Review the existing wall under the Hawthorne Bridge and make recommendations for the revisions required.

Prepare a development plan for the disposal area beneath the Morrison Bridge. Mr. Don Billings, Metro, informed me on Tuesday that the area will not be adequate for all of the excess. He will request the City of Portland for additional area or a new location.

Mr. Bob Shotwell, Resident Engineer; Mr. Don Billings, Metro; and Mr. Mario J. Martins, Traffic Engineer, City of Portland are to meet and develop plans for traffic handling during construction.

The Metro Section will coordinate on utility moves to be made by the various utilities.

The Portland Development Commission will submit a new concrete base design for the bollards. The City of Portland will furnish the bollards for these installations. Revised landscape and irrigation plans will be furnished for two new locations. A copy of the bid proposal for contract to be let by the City of Portland, to furnish trees for this project, was given to Mr. Tom Savage, Landscape Engineer.

The City of Portland will assist the Metro Section in preparing plans for traffic handling during construction. The City will provide a copy of the agreement between the City of Portland and Multnomah County for closing the off ramp from the Hawthorne Bridge.

All parties were advised that all information must be to the Final Design Unit by Friday, April 23, 1976, so that they may be incorporated into the final plans.

The following people were in attendance.

Lyle K. Watson	Final Design
Norman L. Henry	Final Design
David Willhite	OSHD Utilities
Bob Shotwell	Resident Engineer
Charles Lobaugh	Assistant Resident Engineer
Don Billings	Metro Design
K. D. Limbocker	Metro Design
Hugh S. Mitchell	Mitchell/Associates
Tom Savage	OSHD

113

~~2W~~ 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 23, 1976

FROM: Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Burnside Br.-Hawthorne Br.
(Front St.)
Pacific Highway West
Multnomah County

This project was reviewed at the Metro office on Monday the 19th. Engineering personnel from Landscape, Bridge and Final Design met with representatives from Metro, the City of Portland, Portland Development Commission and Wolff-Zimmer-Gunsal-Frusea Consultants. The meeting was divided into group representing the landscaping, illumination and final design. This memo will cover areas of responsibility relative to the roadway plans.

The Final Design Unit will be responsible for the following revisions or design:

The consultant's plans will be revised as to the corrections that we had recommended to them. This includes curb revisions, state standards on pedestrian ramps not detailed in the consultant's plans, add typical sections for asphalt ramps into parking areas, closing Main Street. State standards on concrete driveways to be modified showing steel reinforcement. Design portland cement concrete ramps to existing concrete islands on Stark and Morrison Streets. Review placing concrete inlets at pedestrian ramps for drainage rather than the brick drains.

The base design for new construction and the overlay were reviewed with Mr. Clarence Gregg, Base Design Engineer, and Mr. Duane O. Christensen, Final Design Engineer. The overlay will be 2" of asphalt concrete, immediate, and an additional 2" lift to be placed in the future. In the areas of new construction full depth asphalt concrete, 9" thick, is specified. Granular material will be specified for embankments in the roadway areas.

The permanent signing plans will be prepared in the Salem Office by Mr. Elmer Scofield and Mr. Beard.

Due to the small quantities of embankment required in islands and back of curb areas topsoil will be specified for full depth.

Mr. Ted Thompson of the Bridge Section will be contacted for revisions to the off ramp from the Hawthorne Bridge.

1 Versteeg ✓
Olson
2 Christensen Don
Scott
3 Swenson [illegible]
Savage
Trout

RECEIVED
APR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to [illegible] Hardt

8413

~~#~~ 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 23, 1976

Thomas L Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: S. W. Burnside-Hawthorne Br.

TO: MEMORANDUM TO THE FILES

Justin Vincent and I attended a meeting in the Metro office on April 19. We talked with Hugh Mitchell, the consulting Landscape Architect. We discussed the quantities and estimate. We pointed out discrepancies and omissions. Mitchell/Associates will review these items and resubmit them to us by April 23rd.

An additional planting area has been proposed by the City of Portland. This change will be submitted to us by April 23rd.

Other items in the plans and specifications were clarified by Hugh Mitchell.

The Landscape Unit anticipates completing the revisions to the plans, specifications and estimate by April 30th and submitting them to the Specifications Unit.

TLS:jh

1 Versteeg ✓
2 Olson
3 Christensen
Scott
4 Swenson
Savage
Trout
5 Watson RW

RECEIVED
APR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up /
Other

~~Burk~~
Elmer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
May 5, 1976

FILE: 26-1304
(340)

NOTED
R.D. TRYGSTAD

Vern Butzer

FROM: VERN BUTZER
Project Information Officer

SUBJECT: Burnside Br.-Hawthorne Br. Sec.
S.W. Front Avenue (99W)

TO: MEMO TO THE FILES

Elmer Scofield, Salem Traffic Section; Mario Martini, city traffic engineering; Dennis Peterson, Max Klotz, and the writer of OSHD, met on May 4, to review the signing for the subject project.

Scofield had revised the signing and supplied preliminary plans for the review. Some minor changes in sign legends and locations were made. Scofield will make the changes and prepare final plans. The plans will then be sent to Metro for transmittal to the city and the District Engineer for approval and division of responsibility for performing the work. None of the signing work will be included in the contract plans or be doen by the contractor.

The city will be responsible for all costs involved in the revisions, whether done by state or city forces.

ebg

cc: Mario Martini
L. E. George
James McClure

NOTED
ELMER SCOFIELD

RECEIVED
MAY 6 1976
TRAFFIC ENGINEERING

#-11 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 7, 1976

FROM: L. E. George
Traffic Engineer

TO: C. G. Swenson
Specifications Engineer

SUBJECT: Signing Estimate
Burnside Br.-Hawthorne Br. Sec.
Pacific Hwy. W.
Multnomah County

The estimated cost for permanent signing on the above named project is $7,000.

State sign crews will do all work involved with the Type "A" guide signs and City Forces will be responsible for all control, warning and small guide signs such as street name signs.

The State's portion of the work is estimated at $3,000, and the City's portion at $4,000.

L E George

L. E. George
Traffic Engineer

ELS:rj
Attachment

cc: Vern Butzer
James McClure
Dennis Peterson

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
MAY 11 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

The consultants plans are unsigned. Tom Savage and Lyle Watson will meet with the consultants on Monday May 17, 1976, show them the revisions and obtain their signatures and stamps.

Prints of the Hawthorne Bridge revision were mailed to Metro to be delivered to the Portland Development Commission and Multnomah County for review.

LKW:az
cc: Al Harwood
Ed Hardt
Ken Limbocker
Bob Shotwell
Art Brummitt
Dave Willhite

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
3 Savage TRS
Trout

RECEIVED
MAY 18 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

4113 tw 2w

FORM 01-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 17, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Burnside Bridge-Hawthorne Bridge
Pacific Highway West (Front St.)
Multnomah County

TO: MEMO TO THE FILES

The plans in hand review was held on Monday, May 10, in Region 1.

The disposal area was reviewed in the field and it was found that several drainage structures would require adjustment, removal of three large trees, adjustment of irrigation systems, and installation of drain pipe. Due to the above requirements, this site will not be included in the plans. The excess excavation will become the property of the contractor.

The method of installation of the concrete slab and brick crosswalks across Front Avenue will be at the contractor's option.

The staging and temporary protection and direction of traffic was not acceptable to the City of Portland Traffic Engineering Department. The Final Design Section has consulted with the City and will include a revised plan in the contract.

The cast iron bollards will be furnished by the city and the chains are to be contractor furnished.

The special light standards are to be furnished by the city with half of the order due for delivery in September and the other half in October.

The Portland Development Commission has checked with Portland General Electric and their construction in the sidewalk area will be completed approximately July 1.

The Region has requested that a minimum of 1 foot of aggregate base be placed beneath the new curbs along the east side of Front Street. Pavement settlement has occured in the area of a previously installed 20 inch gas main. Fifteen thousand dollars was requested as an anticipated item for foundations work within this area.

Resident Engineer Shotwell stated, that from past construction work, basements were discovered beneath the sidewalk area from Couch and the Burnside Bridge. No provisions were included in the consultants plans for the sidewalk construction in this area. Plans will be developed by the engineer during construction.

The sidewalk removal between Davis and Couch Streets does not require removal and has been deleted from the plans.

The financing for the project is $315,000 State Funds and the balance by the Portland Development Commission.

STAGE IV (S.W. Morrison St. to Hawthorne Br.)

1. Traffic
   All traffic left turns prohibited Signals off except FIRE SIGNAL
   Same as Stage III except N.W. Frton Ave. S. Bd. via S.W. 1st to S.W. Columbia St.
   Close Side Streets

2. Construction
   Continue S. Bd. construction

STAGE V (Steel Bridge to S.W. Morrison St.)

1. Traffic
   All left turns prohibited, All Signals off except FIRE SIGNAL
   S. Bd. N.W. Front Ave. and Steel Bridge ramp moved to new S. Bd. Lanes
   Use all No Left Turn Signs shown on Stage VI
   Morrison Br. Ramps opened to S. Bd. Front Ave. traffic

2. Construction
   Remove temporary surfacing on N. Bd.
   Complete all curbs and median construction

STAGE VI (S.W. Morrison St. to Hawthorne Br.)

1. Traffic
   Same as Stage V
   Left turns prohibited through S.W. Morrison St.

2. Construction
   Continue Stage V construction.

FINAL PAVING

Construction Asphaltic Concrete wear surface N. Bd. and S. Bd. with one lane closer and during off peak traffic hours.

LKW:az

NARRATIVE REPORT
Burnside Br.-Hawthorne Br.
Pacific Highway West (Front St.)
Multnomah County

STAGE I (Steel Bridge to S.W. Morrison St.)

1. Inserts A and B, Sheet 2B-3, to be completed prior to commencing Stage I.

2. Traffic
   2 lanes N. Bd. 11' and 10'
   1 lane S. Bd. 11' (Steel Bridge Ramp)
   1 Lane S. Bd. via S.W. 1st to S.W. Yamhill (N.W. Front Ave.)
   Traffic Signals off North of S.W. Taylor St.
   Except Fire Signal
   No left turns N. Bd.
   Divert N. Bd. off ramp traffic to Morrison Bridge to N. Bd. off ramp at Hawthorne Br.

3. Construction
   N. Bd. East Curb line, 24' Stage Surfacing
   10' temporary surfacing in 18' median areas.
   N. Bd. west curb line (median curb) and pavement areas at left turn locations.
   Brick crosswalks from east curb line to center of median.
   Drainage
   Insert C, See Sheet 2B-4

STAGE II (S.W. Morrison St. to Hawthorne Br.)

1. Traffic handling similar to Stage I except one lane S. Bd. continued on S.W. 1st Stt to S.W. Columbia St. (After September or when P.G.E. Construction or first completed)
   All Traffic Signals off except FIRE SIGNAL
   No Left Turns within limits of Project.

STAGE III (Steel Bridge to S.W. Morrison St.)

1. Traffic
   2 lanes N. Bd.
   1 Lane S. Bd. (Steel Bridge)
   1 Lane S. Bd. via S.W. 1st to S.W. Yamhill (N.W. Front Ave.)Traffic)
   Close side streets to S.W. Front Ave.
   Close S. Bd. off and on ramps to Morrison Br.
   No left turns N. Bd., Traffic Signals off except FIRE SIGNAL

2. Construction
   S. Bd. curbs, drainage, concrete walks, brick crosswalks, Stage surfacing

3413 ~~HW~~ 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 21, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Burnside Br.-Hawthorne Br.
(S.W. Front Ave.) Section
Pacific Highway West
Multnomah County

We were advised by Mr. Klotz this morning that the City of Portland was not able to finance the project as presently designed. The estimated cost of the project including engineering and contingencies is $1,571,400 and the available funds for the project stand at $1,203,000.

The city has notified Mr. Klotz that design changes will need to be made to reduce the cost. Mr. Klotz advised the city that this action would delay the project until the July 29, 1976, letting.

The city has requested a meeting to review the plans and determine where the project can be revised to reduce the cost. The meeting has been set for 10:00 a.m., Tuesday, May 25, 1976, in the Metro office.

DOC:az
cc: R. N. Bothman
L. W. Rulien
W. J. Hart
L. K. Watson
C. G. Swenson
Tom Savage

1 Versteeg ✓
2 Olson
Christensen
3 Scott
Swenson
4 Savage TLS
5 Trout

RECEIVED
MAY 24 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8415 1

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1304

NOTED
H. S. COULTER

Portland, Oregon 97213
May 24, 1976

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Burnside Br.-Hawthorne Br. Section
Pacific Hwy. West (SW Front Ave.)
City of Portland

TO: MEMO TO THE FILE

On Wednesday, May 19, I advised Sam Galbreath of the Portland Development Commission by phone that the engineers' final estimate for the subject project was $1,571,420. This was approximately $100,000 less than a preliminary estimate I had given him a week or so earlier. I told him that this estimate was confidential and was given to him for the city's use in determining the final cost of the project to the city.

On May 20 Galbreath called me and advised that after paying the consultants and all the city work they had only $1,203,000 left for the contract. This was about $370,000 short of our estimate.

Galbreath asked if we could revise the plans, eliminating all work south of Main Street, and still make the June letting. I told Galbreath that we were already running behind in time and that the plans and specs were due at the printers that day. Any delays to revise the plans and specs at this late date would make it impossible to make the June letting date. I said that we only had two choices. We could continue with the plans and specs as they were and the city would have to come up with the additional money, or we would have to pull the project from the June letting so it could be cut back as necessary to fit the available funds. I further told him that I did not believe just eliminating that work south of Main would reduce the contract amount enough and additional work would have to be eliminated.

Friday, May 21, Galbreath called and agreed to delay the letting of the project one month and asked that a meeting be set up as soon as possible to revise the plans. Tuesday, May 25, 10 a.m. has been set for that meeting. Representatives from City of Portland, Design Section in Salem, and Metro will meet to see what can be done.

mb

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
Walt Hart
L. W. Rulien
J. H. Versteeg
Ed Hardt
Ken Limbocker
Vern Butzer
Dave Willhite

RECEIVED

8413

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 28, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Burnside Br.-Hawthorne Br.
Pacific Highway West (S.W. Front Ave.)
Multnomah County

TO: MEMO TO THE FILE

Advised by Max Klotz by telephone this date that PDC is going to the City Council on Wednesday, June 2, 1976, for an increased funding authorization to enable the full project to be constructed.

PDC would like the following items revised on the plans:

1. Omit sidewalk reinforcement
2. Revise metal electrical conduit to PVC conduit
3. Pursue additional power source and revise plans accordingly if successful in obtaining it.

PDC and the city utilities section have discussed the water main and have decided to leave it in place and ask that plans call for a placement of concrete over the top.

Gordon Ballard advised this date of revisions to be made.

DOC:az
cc: M. Klotz
W. J. Hart
Ed Hardt
R. Shotwell
L. K. Watson

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 1 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 17, 1976

TOM KING, General Manager
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

The Oregon State Highway Division acknowledges the carryover of the Barbur Boulevard bus lane project from Fiscal 1976, to fiscal 1977.

The environmental impact statement, which provides for construction of the park-and-ride station, contains an exclusive busway to the central business district. I believe it necessary the Barbur project be included as part of the park-and-ride program for West Portland.

To schedule the project to provide completion of the bus lane, concurrently with completion of the West Portland park-and-ride station, it is necessary to contract the Barbur project early in September, 1976. This is based upon 400 calendar work days for the Barbur project. In order to get the footings for the walls in place prior to the winter season, it is necessary that the contractor be provided the months of September and October. Also, the signal equipment requires a 200-day lead time for purchasing.

The current estimate for the project is $567,000, which will require a state match of $62,370, and a local match of $62,370. The city will budget $38,500 as their portion of the local match, which will require Tri-Met to provide $23,870.

I propose the following schedule and request your concurrence:
1. award the contract September, 1976;
2. call for bids on August 26 (OSHD construction letting);
3. advertise for bids August 5;
4. initiate PS&E approval July 23;
5. approval agreement by the Transportation Commission, July 16, 1976;
6. and approval agreement by the city and Tri-Met, July 9, 1976.

In order to properly schedule our activities, I request your recommendations for scheduling these activities to commit the necessary resources.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Mayor Neil Goldschmidt
Doug Wright

bcc: F. B. Klaboe
L. W. Rulien
E. L. Hardt

cc: Duane Christensen

JUN 0 1 1976
Do not File
Return To
Bring Up
Other
Scott
Swenson
Savage
Trost

8413

1W

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 626-1901

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
May 28, 1976

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Barbur Blvd. Bus Lane
(S.W. Sheridan - S.W. Slavin)
City of Portland

TO: J. H. VERSTEEG
Road Design Engineer

Attention D. O. Christensen

As per your request here is a copy of the letter R. N. Bothman sent to Tri-Met and the City of Portland concerning scheduling subject project.

The city and Tri-Met are now working on a cooperative finance agreement to present to the Tri-Met Board for approval July 5 so the schedule in the letter can be met.

mb

Attachment

cc: F. B. Klaboe
L. W. Rulien
E. L. Hardt

REFERRED TO
2 Board WGB ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ 1 Watson RW.
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
4 Olson adk
____ Christensen Doc
____ Scott ____
3 Swenson LW
____ Savage ____
____ Trout ____

RECEIVED
JUN 0 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

Called Bill Zirbes & Bob Ellison 6-2-76 and advised them of the Aug 26 letting date. Also discussed with Swenson.
Doc

8413.

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
June 1, 1976

FILE: 26-1304

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: MEMO TO THE FILE

SUBJECT: Burnside Br. - Hawthorne Br.
Front Ave. (99W)
City of Portland

On May 28 Sam Galbreath, Portland Development Commission, told me that he is preparing a Resolution to be put before the City Council requesting additional funds for the subject project.

The only items he is asking we revise in the project are:

1. Remove the reinforcing steel from the sidewalk areas
2. Change the electrical conduit from steel to P.V.C.
3. Effort will continue to be made to get P.G.E. to provide 240-volt service for the illumination.
4. We should add a soil-cement or weak cement pad to our plans to be installed by our contractor to protect the existing water main. The city does not plan to lower the main.

Galbreath will advise me as soon as possible as to the status of the Resolution.

NOTED
F. B. KLABOE

mb

cc: F. B. Klaboe
L. W. Rulien
J. H. Versteeg
W. J. Hart
E. L. Hardt

RECEIVED
JUN 2 1976
DOT Operations

6413

1W

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 3, 1976

FILE: 26-1304
(330)

FROM: VERN BUTZER VJB
Project Information Officer

SUBJECT: Burnside Br.-Hawthorne Br. section of Front Avenue

TO: MEMO TO THE FILES

Sam Galbreath telephone me to advise approval to proceed with bid on this project, with the following stipulations:

Eliminate construction between Main and Jefferson streets
Eliminate sidewalk reinforcement
Eliminate screen under Morrison Bridge
Include water main protection
Lighting will be adjusted by providing additional service connection locations.

The agreement between the city and county for removal of the Hawthorne Bridge ramp will not be completed for several weeks, possibly, so this work is not to be included in the bid. Work will be done (funds available) but should be done on extra work.

This information was relayed to the Design Section by Limbocker today.

ebg

1 Versteeg ✓
Olson
2 Christiansen
Scott
Copy Swenson
Savage
Trout

RECEIVED
JUN 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

MEM PE PR1 PR2 DE
O.S.H.D. - METRO
JUN 1976
FILE T/A

cc Versteeg
Hardt

REFERRED TO
Board
Reed
Cole
Semple
Eriksen
1 Watson
Hager
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8413 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 4, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Burnside Bridge-Hawthorne Bridge
Pacific Hwy. W. (Front St.)
Multnomah County

1 Versteeg ✓
Olson
2 Christensen [illegible]
Scott
[illegible] Swenson
Savage
Trout

RECEIVED
JUN 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The staging and temporary protection and direction of traffic plans were reviewed with Region 1, Metro Section and the City of Portland on June 2.

Side street closures in areas of construction should be limited to 3 or 4 at a time, as directed by the engineer.

Additional signs warning traffic, northbound from Barber Blvd., that "no left turns" north of North Jefferson.

Approximately 15 existing signs will have to be covered during the stage construction.

The last two items will be taken care of in the temporary protection and direction of traffic.

The City of Portland, represented by Bill Witmore, has approved the proposed traffic staging. He stated that they will do the following items for traffic handling.

1. Regulate all traffic signals.
2. Prohibit parking when required.
3. Install temporary traffic control signs as required.
4. Assist the engineer on traffic control and accesses to existing businesses, especially all day parking lots.

Prohibit left turns northbound from the Morrison Bridge on ramp during all stages except stage VI.

Portland General Electric permit for occupying S. W. 1st Street will not be renewed by the City of Portland when it expires in August.

LKW:jh
cc: Marion Craft
Max Klotz
Robert Shotwell
Bill Beard
Norman Henry

No VE when bid items only are involved...

104-8.4 The substitution of one bid item for another bid item, resulting in a decrease in the contract amount will not be considered as a saving under Value Engineering Incentive. When any change involves the increase of one bid item and the decrease of another bid item, the change order will be made in conformance with the applicable clauses of Section 104 of the Standard Spevifications.

104-8.5 The contractor may restrict the Department's right to use or disclose the information submitted with a Value Engineering proposal for any other purpose. Such restriction must be in writing and be submitted with the proposal.

104-8.6 If the proposal is accepted this restriction shall be void and the Department may use, duplicate, or disclose in whole or in part any data necessary to utilize such proposal.

North Dakota

104-8 VALUE ENGINEERING INCENTIVE. Value Engineering Incentive applies to those cost reduction proposals initiated and developed by the contractor for changing the drawings, designs, specifications or other requirements of the contract. It does not apply to any such proposal unless it is identified by the contractor at the time of submission to the State Highway Department as a Value Engineering Incentive proposal. The cost reduction proposals contemplated are those that:

(a) Would require a change order to this contract; and

See FHWA clause....

(b) Would result in savings to the department by providing less costly items or methods than those specified in the contract without impairing any of their essential functions and characteristics such as service life, reliability, economy of operation, ease of maintenance and necessary standardized features.

104-8.1 Cost reduction proposals shall be processed in the same manner as prescribed for any proposal which would require a change order. As a minimum the following information shall be submitted by the Contractor with each proposal:

(a) A statement that this proposal is submitted as a Value Engineering proposal.
(b) A description of the proposal.
(c) An itemization of the requirements of the contract which would require a change and a recommendation of how to make each change.
(d) An estimate of the reduction in performance costs that will result from adoption of the proposal.
(e) A prediction of any effects the proposed change would have on other costs to the Department.
(f) A statement of the time the change order must be issued to obtain the maximum cost reduction during the remainder of the contract and the reason for this time schedule.
(g) The dates of any previous submissions of the proposals, including contract numbers and the actions of Department.
(h) A statement as to the effect the proposal would have on the time for completion of the project.

104-8.2 The Department shall not be liable for any delay in acting upon any proposal submitted. The decision of the Engineer as to the acceptance of any such proposal shall be final and shall not be subject to Section 105-17. The Engineer may accept, in whole or in part, any cost reduction proposal submitted by issuing a change order.

104-8.3 If a cost reduction proposal is accepted, an equitable price adjustment in the contract price and in any other affected provisions of this contract shall be made in accordance with this Specification or other applicable provisions in this contract. The equitable adjustment shall be established by determining the effect of the proposal on the contractor's cost of performance. When the cost of performance of this contract is decreased as the result of the change, the contract price shall be reduced by the following amount: the total estimated decrease in the contractor's cost of performance less 50 percent of the difference between the amount of such total estimated decrease and any net increase to the Department which must reasonably be incurred as a result of application of the cost reduction proposal to this contract. If the change order results in an increase in the cost of performing the contract, this Specification shall not apply and the increase shall be determined in accordance with Section 104.

The Engineer shall be the sole judge of the acceptability of a cost reduction proposal and of the estimated net savings from the adoption of all or any part of such proposal. In determining the estimated net savings, the right is reserved to disregard the contract bid prices if, in the judgment of the Engineer, such prices do not represent a fair measure of the value of work to be performed or to be deleted.

The Department reserves the right where it deems such action appropriate, to require the Contractor to share in the Department's costs of investigating a cost reduction proposal submitted by the Contractor as a condition of considering such proposal. Where such a condition is imposed, the Contractor shall indicate his acceptance thereof in writing, and such acceptance shall constitute full authority for the Department to deduct amounts payable to the Department from any monies due or that may become due to the Contractor under the contract.

If the Contractor's cost reduction proposal is accepted in whole or in part, such acceptance will be by a contract change order which shall specifically state that it is executed pursuant to this subsection. Such change order shall incorporate the changes in the plans and specifications which are necessary to permit the cost reduction proposal or such part of it as has been accepted to be put into effect, and shall include any conditions upon which the Department's approval thereof is based if the approval of the Department is conditional. The change order shall also set forth the estimated net savings in the cost of performing the work attributable to the cost reduction proposal. All reasonably incurred costs of developing the cost reduction proposal and of implementing the changes will be deducted from the total estimated decrease in the Contractor's cost of performance to arrive at the net savings amount. The contract change order shall further provide that the Contractor be paid 50 percent of the net savings amount.

The amount specified to be paid to the Contractor in the change order which effectuates a cost reduction proposal shall constitute full compensation to the contractor for the cost reduction proposal and the performance of the work thereof.

Acceptance of the cost reduction proposal and performance of the work thereunder shall not extend the time of completion of the contract unless specifically provided for in the contract change order authorizing the use of the cost reduction proposal.

The Department expressly reserves the right to adopt a cost reduction proposal for general use on contracts administered by the Department when it determines that said proposal is suitable for application to other contracts. When an accepted cost reduction proposal is adopted for general use, only the Contractor who first submitted such proposal will be eligible for compensation pursuant to this section, and in that case, only as to those contracts awarded to him prior to submission of the accepted cost reduction proposal. Cost reduction proposals identical or similar to previously submitted proposals will be eligible for consideration and compensation under the provisions of this subsection if the identical or similar previously submitted proposals were not adopted for general application to other contracts administered by the Department. Subject to the provisions contained herein, the State or any other public agency shall have the right to use all or any part of any submitted cost reduction proposal without obligation or compensation of any kind to the Contractor.

Maine

The California clause with minor modifications....

See California clause..

105.20 Cost Reduction Incentive. The Contractor may submit to the Engineer, in writing, proposals for modifying the plans, specifications or other requirements of this contract for the sole purpose of reducing the total cost of construction. The cost reduction proposal shall not impair in any manner the essential functions or characteristics of the project, including but not limited to service life, economy of operation, ease of maintenance, desired appearance, or design and safety standards.

The proposals shall be identified as Cost Reduction Incentive proposals and shall contain the following information:

1. A description of both the existing contract requirements for performing the work and the proposed changes.
2. An itemization of the contract requirements that must be changed if the proposal is adopted.
3. A detailed estimate of the cost of performing the work under the existing contract and under the proposed change.
4. A statement of the time within which the Engineer must make a decision thereon.
5. The contract items of work affected by the proposed changes, including any quantity variation attributable thereto.

one modification

The provisions of this subsection shall not be construed to require the Engineer to consider any cost reduction proposal which may be submitted, nor shall it be construed to require the Contractor to follow these procedures for all contractor requested changes which might result in a savings to the contract. Proposed changes in basic design of a bridge or of a pavement type will not be considered as an acceptable cost reduction proposal. The Department will not be liable to the Contractor for failure to accept or act upon any cost reduction proposal submitted pursuant to this section nor for any delays to the work attributable to any such proposal. If a cost reduction proposal is similar to a change in the plans or specifications for a project under consideration by the Department at the time said proposal is submitted or if such a proposal is based upon, or similar to, Standard Specifications, Special Provisions or Standard Plans adopted by the Department after the advertisement for the contract, the Engineer will not accept such proposal and the Department reserves the right to make such changes without compensation to the Contractor.

The Contractor shall continue to perform the work in accordance with the requirements of the contract until an executed change order incorporating the cost reduction proposal has been issued. If an executed change order has not been issued by the date upon which the Contractor's cost reduction proposal specifies that a decision thereon should be made, or such other date as the Contractor may subsequently have specified in writing, such cost reduction proposal shall be deemed rejected.

In the event of acceptance of value engineering proposal, the Contractor hereby grants to the Government all rights to use, duplicate or disclose in whole or part, in any manner and for any purpose whatsoever, and to have or permit others to do so, any data reasonably necessary to fully utilize such proposal. Contract modifications made as a result of this clause will state that they are made pursuant to it.

(H) VECP shall conform to rules and regulations promulgated in accordance with the law."

(6) the dates of any previous submissions of the VECP, the numbers of any State and/or Federal Government (hereinafter referred to as "Government") contracts under which submitted and the previous actions by the Government, if known.

(D) The State shall not be liable for any delays in acting upon, or for any failure to act upon any proposal submitted pursuant to this clause. The decisions of the Engineer as to the acceptance of any VECP under this contract shall be final. Unless and until a contract change order applies a VECP to this contract, the Contractor shall remain obligated to perform in accordance with the terms of the existing contract. The Engineer may accept in whole or in part any VECP submitted pursuant to this clause by issuing a contract change order which will identify the VECP on which it is based.

(E) If a VECP submitted pursuant to this clause is accepted under this contract, an equitable adjustment in the contract price and in any other affected provisions of this contract shall be made in accordance with this clause and the "Changes" clause of this contract. The equitable adjustment shall first be established by determining the effect on the Contractor's cost of performance, taking into account the Contractor's cost of implementing the change (including any amount attributable to subcontracts). The contract price shall then be reduced by the total estimated decrease in the cost of performance minus 50 percent of the difference between the amount of such total estimated decrease and any ascertainable costs to the State which must be incurred to apply the VECP to this contract.

(F) Cost reduction proposals submitted under the provisions of any other contract also may be submitted under this contract for consideration pursuant to the terms of this clause.

(G) The Contractor may restrict the Government's right to use any sheet of a VECP or of the supporting data, submitted pursuant to this clause, in accordance with the terms of the following legend if it is marked on such sheet. 'This data furnished pursuant to a value engineering incentive clause shall not be disclosed outside the Government, or be duplicated, used, or disclosed, in whole or in part, for any purpose other than to evaluate a value engineering change proposal submitted under said clause. This restriction does not limit the Government's right to use information contained in this data if it is or has been obtained from another source or is otherwise available, without limitations. If such a proposal is accepted by the State by issuance of a contract change order under the "Changes" clause of said contract after the use of this data in such an evaluation, the Government shall have the right to duplicate, use and disclose any data pertinent to the proposal as accepted, in any manner and for any purpose whatsoever, and have others so do.'

See FHWA clause...

Hawaii

See Minnesota Clause....

105.19 Value Engineering. On projects with contract amounts in excess of $100,000, the following Value Engineering Incentive Clause shall apply to allow the Contractor to share in cost savings that ensue from cost reduction proposals submitted by him.

Value Engineering Incentive Clause

(A) This clause applies to all Value Engineering Change Proposals (cost reduction proposals, hereinafter referred to as "VECP") initiated and developed by the Contractor for changing the drawings, design, specifications, or other requirements of this contract. This clause does not, however, apply to any VECP unless it is identified as such by the Contractor at the time of its submission to the Engineer.

(B) All VECP must:

(1) result in a savings to the State by providing less costly items than those specified herein without impairing any of their essential functions and characteristics such as service life, reliability, economy of operation, ease of maintenance, desired appearance; and

(2) require, in order to be applied to this contract, a contract change order to this contract.

(C) The VECP will be processed expeditiously and in the same manner as prescribed for any other proposal which would likewise necessitate issuance of a contract change order. As a minimum the following information will be submitted by the Contractor with each proposal:

(1) a description of the difference between the existing contract requirement and the VECP, and the comparative advantages and disadvantages of each;

(2) an itemization of the requirements of the contract which must be changed if the VECP is adopted and a recommendation as to how to make each such change;

(3) an estimate of the reduction in performance costs that will result from adoption of the VECP taking into account the costs of implementation by the Contractor, including any amounts attributable to subcontracts, and the basis for the estimate;

(4) a prediction of any effects the VECP would have on other costs to the State, such as State-furnished property costs, costs of related items, and costs of maintenance and operation;

(5) a statement of the time by which a contract change order adopting the VECP must be issued so as to obtain the maximum cost reduction during the remainder of this contract, noting any effect on the contract time; and

The Contractor will be notified in writing of the Department's decision to accept or reject each value engineering proposal submitted under the provisions hereof. If a proposal is accepted, the necessary contract modifications will be effected by execution of a Supplemental Agreement, which will provide for equitable price adjustments giving the Contractor and the Department equal shares in the net savings resulting therefrom. Unless and until a proposal is effected by such contract modification, the Contractor shall remain obligated to perform in accordance with the terms of the existing contract.

The Supplemental Agreement effecting the necessary contract modifications shall establish the net savings agreed upon and shall provide for adjustment in the contract prices as will divide the net savings equally between the Contractor and the Department. All reasonably incurred costs of developing the cost reduction proposal and implementing the changes, including any increased costs to the Department resulting from its application, will be deducted from the total estimated decrease in the Contractor's cost of performance to arrive at the net savings. The Department reserves the right to include in the agreement any conditions it deems appropriate for consideration, approval, and implementation of the cost reduction proposal. The Contractor's 50 percent share of the net savings shall constitute full compensation to him for effecting all changes pursuant to the agreement.

Upon acceptance of a cost reduction proposal, any restrictions imposed by the Contractor on its use or disclosure of the information submitted shall be void, and the Department shall thereafter have the right to use, duplicate, and disclose in whole or in part any data necessary to utilization of the proposal.

Minnesota

1408 VALUE ENGINEERING INCENTIVE

Short, but apparently comprehensive...

Establishes a lower limit...

The provisions of this article shall only apply to contracts exceeding $100,000 in original contract amount.

These value engineering provisions apply as an incentive to the Contractor to initiate, develop, and present to the Department for consideration any cost reduction proposals conceived by him, involving changes in the drawings, designs, specifications, or other requirements of the Contract. These provisions do not apply unless the proposal submitted is specifically identified by the Contractor as being presented for consideration as a Value Engineering Proposal.

The cost reduction proposals contemplated are those that would require a Supplemental Agreement modifying the Contract and would produce a savings to the Department by providing less costly items or methods than those specified in the Contract without impairing essential functions and characteristics such as service life, reliability, economy of operation, ease of maintenance, and necessary standardized features.

See FHWA clause...

Value engineering proposals will be processed in the same manner as prescribed for any other alterations of the Contract that would require a Supplemental Agreement. As a minimum, the following information shall be submitted by the Contractor with each proposal:

(1) A statement that the proposal is submitted as a Value Engineering Proposal.

(2) A description of the Proposal.

(3) An itemization of the requirements of the Contract which must be changed and a recommendation of how to make each change.

(4) An estimate of the reduction in performance costs that will result from adoption of the proposal.

(5) A prediction of any effects the proposed changes would have on other costs to the Department.

(6) A statement of the time by which an agreement for adoption of the proposal must be executed to obtain the maximum cost reduction during the remainder of the Contract and the reasoning for this time schedule.

(7) The dates of any previous submission of the proposal, including contract numbers and the actions of the Department.

(8) A statement as to the effect the proposal would have on the time for completion of the Contract.

The Department shall not be liable for any delay in acting upon any proposals submitted. The Contractor may withdraw, in whole or in part, any value engineering proposal not accepted by the Department within the period specified in the proposal. The decision of the Department as to the acceptance or rejection of value engineering proposals shall be final and shall not be subject to the provisions of 1517 (Claims for Compensation Adjustment).

If the Contractor's cost reduction proposal is accepted in whole or in part such acceptance will be by a contract change order, which shall specifically state that it is executed pursuant to this Section 5-1.14. Such change order shall incorporate the changes in the plans and specifications which are necessary to permit the cost reduction proposal or such part of it as has been accepted to be put into effect, and shall include any conditions upon which the Department's approval thereof is based if the approval of the Department is conditional. The change order shall also set forth the estimated net savings in the cost of performing the work attributable to the cost reduction proposal effectuated by the change order, and shall further provide that the Contractor be paid 50 percent of said estimated net savings amount.

Acceptance of the cost reduction proposal and performance of the work thereunder shall not extend the time of completion of the contract unless specifically provided for in the contract change order authorizing the use of the cost reduction proposal.

The amount specified to be paid to the Contractor in the change order which effectuates a cost reduction proposal shall constitute full compensation to the Contractor for the cost reduction proposal and the performance of the work thereof pursuant to the said change order.

The Department expressly reserves the right to adopt a cost reduction proposal for general use on contracts administered by the Division of Highways when it determins that said proposal is suitable for application to other contracts. When an accepted cost reduction proposal is adopted for general use, only the Contractor who first submitted such proposal will be eligible for compensation pursuant to this section, and in that case, only as to those contracts awarded to him prior to submission of the accepted cost reduction proposal. Cost reduction proposals identical or similar to previously submitted proposals will be eligible for consideration and compensation under the provisions of this Section 5-1.14 if the identical or similar previously submitted proposals were not adopted for general application to other contracts administered by the Division of Highways. Subject to the provisions contained herein, the State or any other public agency shall have the right to use all or any part of any submitted cost reduction proposal without obligation or compensation of any kind to the Contractor.

This Section 5-1.14 of the specifications shall apply only to contracts awarded to the lowest bidder pursuant to competitive bidding.

California

5-1.14 Cost Reduction Incentive.--The Contractor may submit to the Engineer, in writing, proposals for modifyint the plans, specifications or other requirements of this contract for the sole purpose of reducing the total cost of construction. The cost reduction proposal shall not impair, in any manner, the essential functions or characteristics of the project, including but not limited to service life, economy of operation, ease of maintenance, desired appearance, or design and safety standards.

"design and .... standards" should be left out. We should welcome suggestions that fulfill the other criteria while changing standards.

Cost reduction proposals shall contain the following information:

1. A description of both the existing contract requirements for performing the work and the proposed changes.
2. An itemization of the contract requirements that must be changed if the proposal is adopted.
3. A detailed estimate of the cost of performing the work under the existing contract and under the proposed change.
4. A statement of the time within which the Engineer must make a decision thereon.
5. The contract items of work affected by the proposed changes, including any quantity variation attributable thereto.

The provisions of this Section 5-1.14 shall not be construed to require the Engineer to consider any cost reduction proposal which may be submitted hereunder; proposed changes in basic design of a bridge or of a pavement type will not be considered as an acceptable cost reduction proposal; the Department will not be liable to the Contractor for failure to accept or act upon any cost reduction proposal submitted pursuant to this section nor for any delays to the work attributable to any such proposal. If a cost reduction proposal is similar to a change in the plans or specifications for the project under consideration by the Department at the time said proposal is submitted or if such a proposal is based upon or similar to Standard Specifications, standard special provisions or Standard Plans adopted by the Department after the advertisement for the contract, the Engineer will not accept such proposal and the Department reserves the right to make such changes without compensation to the Contractor under the provisions of this section.

This is a 2nd generation clause to rule out bridge design and pavement type changes.

The Contractor shall continue to perform the work in accordance with the requirements of the contract until an executed change order, incorporating the cost reduction proposal has been issued. If an executed change order has not been issued by the date upon which the Contractor's cost reduction proposal specifies that a decision thereon should be made, or such other date as the Contractor may subsequently have specified in writing, such cost reduction proposal shall be deemed rejected.

The Engineer shall be the sole judge of the acceptability of a cost reduction proposal and of the estimated net savings in construction costs from the adoption of all or any part of such proposal. In determining the estimated net savings, the right is reserved to disregard the contract bid prices if, in the judgment of the Engineer, such prices do not represent a fair measure of the value of work to be performed or to be deleted.

The Department reserves the right where it deems such action appropriate, to require the Contractor to share in the Department's costs of investigating a cost reduction proposal submitted by the Contractor as a condition of considering such proposal. Where such a condition is imposed the Contractor shall indicate his acceptance thereof in writing, and such acceptance shall constitute full authority for the Department to deduct amounts payable to the Department from any monies due or that may become due to the Contractor under the contract.

Provides opportunity for the State to request financial assistance in further development of promising proposals.

(3) Contract modifications made as a result of this subsection will state that they are made pursuant to it.

(d) If a cost reduction proposal submitted pursuant to this subsection is accepted and applied to the contract, an equitable adjustment in the contract price and in any other affected provisions of the contract will be made in accordance with this subsection and other applicable subsections of the contract. The equitable adjustment will be established by determining the effect of the proposal on the Contractor's cost of performance, taking into account the Contractor's cost of developing the proposal, insofar as such is properly a direct charge not otherwise reimbursed under this contract, and the Contractor's cost of implementing the change (including any amount attributable to subcontracts in accordance with paragraph (e) below). The contract price will then be reduced by the following amount: The total estimated decrease in the Contractor's cost less fifty percent (50%) of the difference between the amount of such total estimated decrease and any net increase in a certainable collateral costs to the Government which must reasonably be incurred as a result of application of the cost reduction proposal to the contract.

more reference to "development"

(e) The Contractor shall use his best efforts to include appropriate value engineering arrangements in any subcontract which, in the judgment of the Contractor, is of such a size and nature as to offer reasonable likelihood of value engineering cost reductions. For the purpose of computing any equitable adjustment in the contract price under paragraph (d) above, the Contractor's cost of development and implementation of a cost reduction proposal which is accepted will be deemed to include any development and implementation costs of a subcontractor and any value engineering incentive payments to a subcontractor, or cost reduction share accruing to a subcontractor, which clearly pertain to such proposal and which are incurred, paid, or accrued in the performance of a subcontract under the contract.

A simple reference to subcontractors may suffice.... May be unnecessary to mention at all.

(f) The Contractor may restrict the Government's right to use any sheets of a value engineering proposal or of the supporting data, submitted pursuant to this subsection in accordance with the terms of the following clause if it is marked on such sheet:

> This data furnished pursuant to the Value Engineering subsection of contract——shall not be disclosed outside the Government, or duplicated, used, or disclosed, in whole or in part, for any purpose other than to evaluate a value engineering proposal submitted under said subsection. This restriction does not limit the Government's right to use information contained in this data if it is or has been obtained, or is otherwise available, from the Contractor or another source, without limitations. If such a proposal is accepted by the Government under said contract after the use of this data in such an evaluation, the Government will have the right to duplicate, use, and disclose any data reasonably necessary to the full utilization of such proposal as accepted, in any manner and for any purpose whatsoever, and have others so do.

Used in this and the Hawaii clause.. Is it necessary?

In the event of acceptance of a value engineering proposal, the Contractor hereby grants to the Government all rights to use, duplicate or disclose, in whole or in part, in any manner and for any purpose whatsoever, and to have or permit others to do so, any data reasonably necessary to fully utilize such proposal.

(g) Modification of a cost reduction proposal, by which quantities are increased or decreased subsequent to acceptance of the value engineering change proposal, shall be based on equitable cost adjustments as determined under paragraph (d) above.

FHWA FP-74

104.03-Value Engineering

Based on DOT Procurement Regs!! Could be simplified for State usage !!

(a) (1) This subsection applies to those cost reduction proposals initiated and developed by the Contractor for changing the plans, specifications or other requirements of the contract. This subsection does not, however, apply to any such proposal unless it is identified by the Contractor, at the time of its submission as a proposal submitted pursuant to this subsection.

"standardized features" are some of the prime targets for VE. "safety" would be more appropriate.

(2) The cost reduction proposals contemplated are those that would require a change to the contract; and would result in savings to the Government by providing a decrease in the cost of performance without impairing essential functions and characteristics such as service life, reliability, economy of operation, ease of maintenance, and necessary standardized features.

(b) As a minimum, the following information shall be submitted with each proposal:

(1) A description of the difference between the existing contract requirement and the proposed change, and the comparative advantages and disadvantages of each;

(2) An itemization of the requirements of the contract which must be changed if the proposal is adopted, and a recommendation as to how to make each such change (e.g., a suggested revision);

This is the only clause that concerns itself with contractor "development" costs.

(3) An estimate of the reduction in performance costs that will result from adoption of the proposal, taking into account the costs of development and implementation by the Contractor (including any amount attributable to subcontracts in accordance with paragraph (e) below) and the basis for the estimate;

(4) A prediction of any effects the proposed change will have on collateral costs to the Government, costs of related items, and costs of maintenance and operation;

(5) A statement of the time by which a change order adopting the proposal must be issued so as to obtain the maximum cost reduction during the remainder of this contract, noting any effect on the contract completion time or delivery schedule; and

(6) The dates of any previous or concurrent submissions of the proposal, the numbers of the Government contracts under which submitted, and the previous actions by the Government, if known.

(c) (1) Cost reduction proposals submitted by the Contractor will be processed expeditiously; however, the Government shall not be liable for any delay in acting upon any proposals submitted pursuant to this subsection. The Contractor has the right to withdraw, in whole or in part, any value engineering change proposal not accepted by the Government within the period specified in the proposal. The decision of the Contracting Officer as to the acceptance of any such proposal will be final and shall not be subject to the "Disputes" clause of the contract.

(2) The Contracting Officer may accept, in whole or in part, before performance has been completed, any cost reduction proposal submitted pursuant to this subsection and not withdrawn by the Contractor by giving the Contractor written notice thereof reciting acceptance under this subsection. This written notice may be given by issuance of a change order to the contract. Unless and until a change order or other contract modification applies a value engineering change proposal to the contract; the Contractor shall remain obligated to perform in accordance with the terms of the existing contract.

Please review the matter with State officials to see if they have considered an incentive clause in the past or might be willing to use one on a trial basis. An appropriate clause could be included in selected contracts as a developmental specification until the State gains experience in handling it and feels it should be adopted as standard.

H A Lindberg
H. A. Lindberg

Attachment

RFHWA L. E. Lybecker, Portland, Oregon   Region 10-00

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: APR 20 1976

In reply refer to: HNG-11

SUBJECT: Value Engineering - Contractor Incentive Clause

FROM : Associate Administrator for
Engineering and Traffic Operations

TO : Regional Federal Highway Administrators
Regions 1, and 3-10

During the Value Engineering Workshop-Seminars held to date, considerable interest has been expressed in the "Contractor Incentive Clause" as a useful extension of a Value Engineering program and a source of innovative ideas for cash savings on construction projects. Several State officials have requested copies of existing incentive clauses with the intent that they could be modified for inclusion as State standards.

We are attaching copies of the clauses so far adopted or proposed for adoption as standard by five States and we are including a copy of the clause in FP-74 for ready reference. Marginal comments are furnished for ease in comparison. These clauses are sent to you for your information and use in case some of the States in your region wish to develop a similar clause and take advantage of this real opportunity to gain additional support from contractors in holding down construction costs.

Overall attitudes on the incentive clause usually include a reluctance to reward a contractor for thinking of something we might have overlooked during plan development. This is understandable, but, we should recognize that any saving, even if shared, is still worthwhile. Any State employing the clause can profit from the experience gained and can incorporate implemented incentive proposals on subsequent projects, prior to PS&E, and thus retain 100 percent economic benefit. We have no specific recommendations on what a clause should contain. Because the clause is directed at cost savings and simplicity, it should, in itself, be simple as possible, avoiding unneeded detail or superfluous audit requirements. If a State feels that a contractor should be compensated for his proposal development costs the sharing ratio could be further weighted in favor of the contractor. The 50-50 sharing concept is not sacred and may be adjusted depending on the State's individual needs. The objective is to obtain an optimum number of quality proposals; too great a share to the contractor might encourage scattershot proposals; too small a share might render the clause useless.

Box 300
Salem OR 97308

May 25, 1976

Value Engineering - Contractor Incentive Clause 1041B/437.3

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer

Attached is an April 20 memorandum to Regional Federal Highway Administrators from Harry Lindberg, Associate Administrator for Engineering and Traffic Operations, addressing the topic of Contractor Incentive Clause. Also attached are copies of clauses presently being utilized in our Direct Federal work (FP-74) and Federal-aid work in California, Minnesota, Hawaii, and Maine.

I would appreciate your comments as to your current position concerning use of a Contractor Incentive Clause. Possibly you might consider its use as a special provision on a selected project or two.

Engineering Coordinator
G. L. Green

Attachments

cc:
OSHD (Versteeg)

1 Versteeg ✓
2 Olson
3 Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
MAY 27 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8413

1W

Salem, Oregon
June 7, 1976

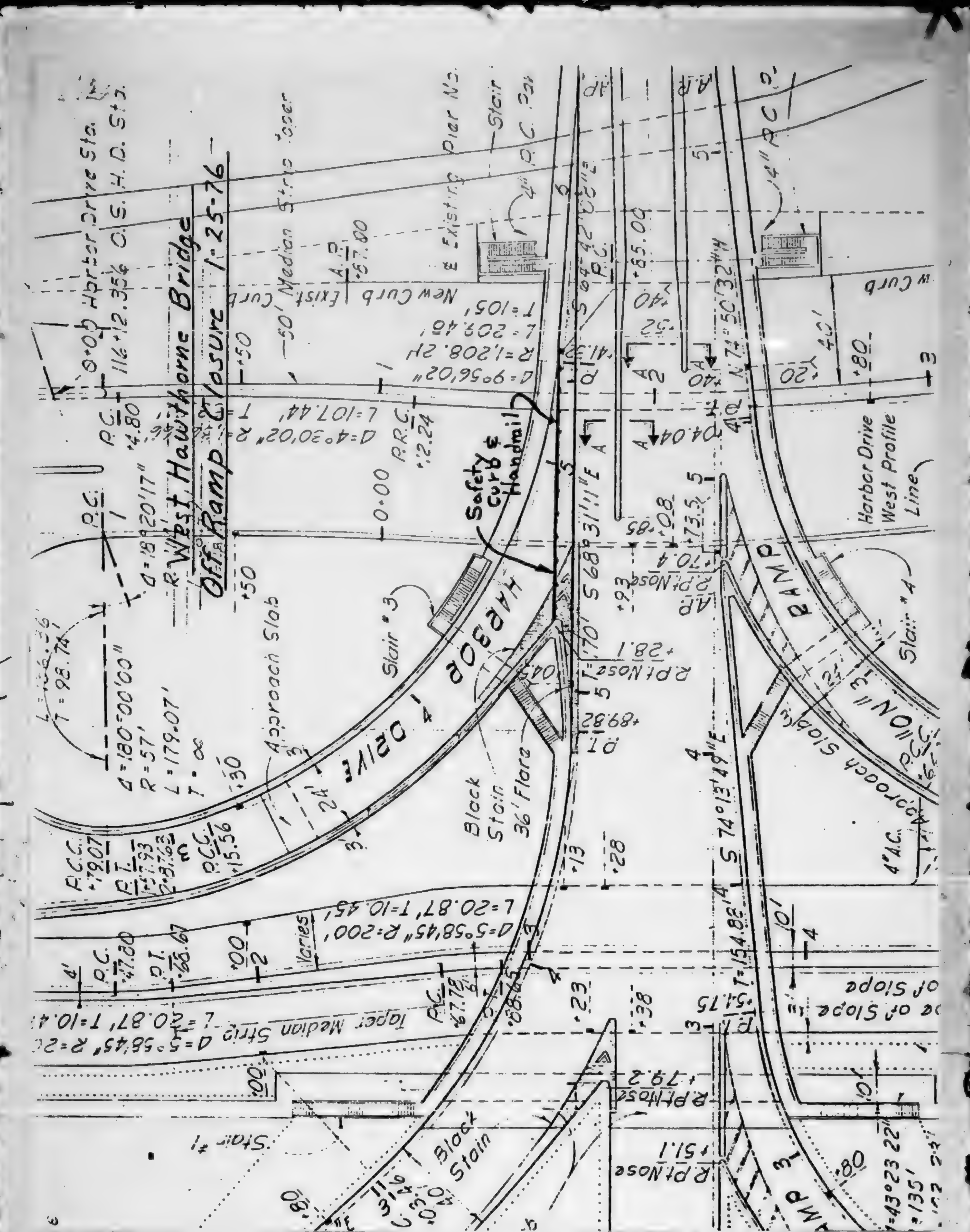
C. G. Swenson
Specifications Engineer

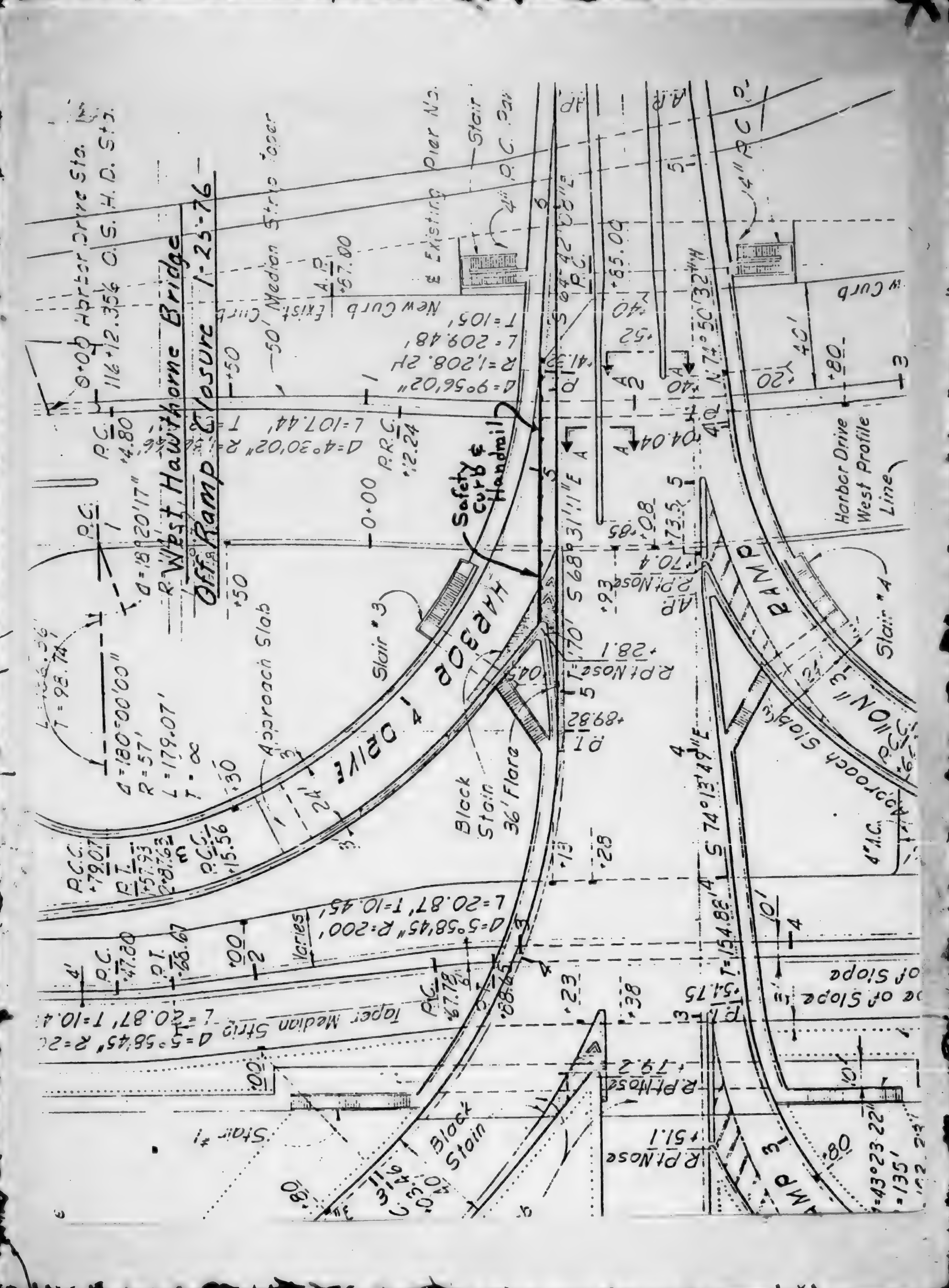
Contractor Incentive Clause
Letter from FHWA

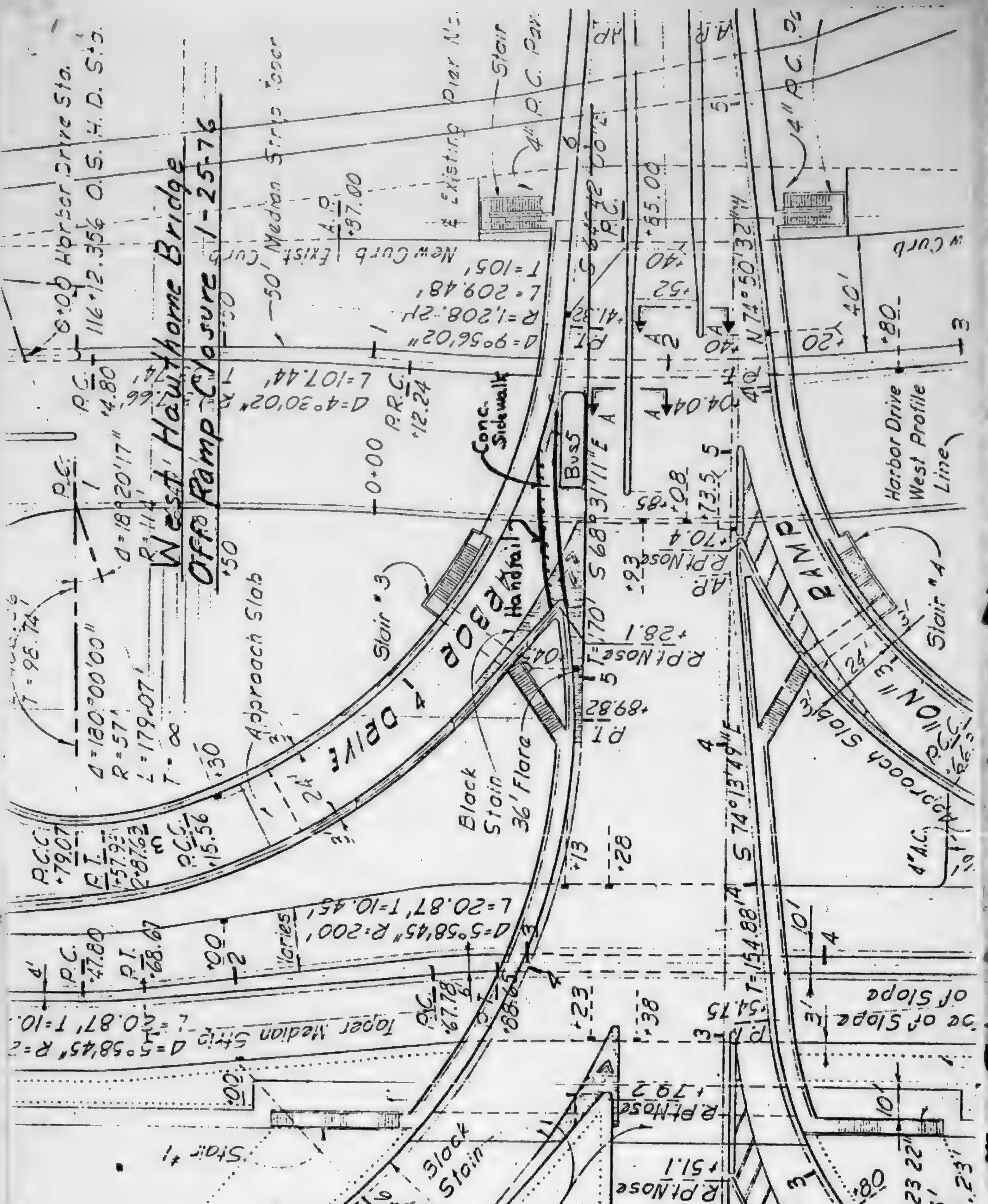
MEMO TO THE FILES

Mr. Versteeg and Mr. Swenson discussed the attached letter and the subject matter with E. S. Hunter on June 4, 1976. Some thought was given to include this in the Burnside Bridge-Hawthorne Bridge Project. It was determined by Mr. Hunter that we would take no action for now.

CGS:fw
Attach.


West Hawthorne Bridge
Off Ramp Closure 1-25-76
Safety Curb & Handrail
Harbor Drive
Ramp "O"
Ramp 3
Stair #1
Stair #3
Stair #4
Black Stain
Black Stain 36' Flare
Approach Slab
Harbor Drive West Profile Line
Taper Median Strip
Varies
R.Pt.Nose +28.1
R.Pt.Nose +70.4
R.Pt.Nose +79.2
R.Pt.Nose +51.1
P.I. +89.82
S 68°31'11" E
S 74°13'49" E
N 74°50'32" W
S 64°42'02" E
Δ=9°56'02" R=1,208.24 L=209.45' T=105'
Δ=4°30'02" L=107.44'
Δ=180°00'00" R=57' L=179.07' T=∞
Δ=18°20'17"
Δ=5°58'45" R=200' L=20.87' T=10.45'
P.C. +4.80
P.C. +47.80
P.C. +67.78
P.R.C. +12.24
P.C.C. +79.07
P.C.C. +15.56
P.T. +57.93
P.I. +88.67
T=154.83'
P.I. +54.75
0+00
0+00 Harbor Drive Sta. 116+12.35± O.S.H.D. Sta.
50' Median Strip Taper
Exist. Curb
New Curb
A.P. +57.00
4" A.C.
Approach Slope
Toe of Slope
Δ=43°23'22"


West Hawthorne Bridge
Off Ramp Closure 1-25-76
0+00 Harbor Drive Sta.
116+12.35± O.S.H.D. Sta.
50' Median Strip
New Curb
Exist. Curb
Existing Pier No.
Stair
A.P. +67.80
P.C. +4.80
P.R.C. +12.24
Δ=4°30'02"
L=107.44'
Δ=9°56'02"
R=1,208.24
L=209.48'
T=105'
P.C.
Δ=18°20'17"
Δ=180°00'00"
R=57'
L=179.07'
T=∞
T=98.74'
Safety Curb & Handrail
HARBOR DRIVE
Approach Slab
Stair #3
Stair #4
Stair #1
R.Pt.Nose +28.1
R.Pt.Nose +70.4
R.Pt.Nose +79.2
R.Pt.Nose +51.1
P.I. +89.82
S 68°31'11"E
S 74°13'49"E
N 74°50'32"W
Block Stain 36' Flare
Block Stain
RAMP
RAMP "N"
Harbor Drive West Profile Line
Approach Slab
4" A.C.
P.C.C. +79.07
P.T. +57.93
P.C.C. +15.56
P.C. +47.80
P.I. +88.67
Varies
Δ=5°58'45" R=200'
L=20.87' T=10.45'
Taper Median Strip
P.C. +67.78
T=154.88'
Toe of Slope
Δ=43°23'22"
T=135'


West Hawthorne Bridge
Off Ramp Closure 1-25-76
0+00 Harbor Drive Sta.
116+12.35± O.S.H.D. Sta.
Stair
Existing Pier No.
4" P.C. Pav.
4" P.C. Pav.
A.P. +87.00
A.P. +85.00
A.P.
New Curb
Exist. Curb
50' Median Strip Taper
New Curb
T=105'
L=209.48'
R=1,208.24'
Δ=9°56'02"
L=107.44'
Δ=4°30'02"
P.R.C. +12.24
0+00
P.C. +4.80
P.C.
Δ=18°20'17"
R=114'
T=98.74'
Δ=180°00'00"
R=57'
L=179.07'
T=∞
Approach Slab
Stair #3
Harbor Drive
Conc. Sidewalk
Bus
Handrail
S 68°31'11" E
P.I. +41.32
R.Pt.Nose +70.4
R.Pt.Nose +28.1
P.I. +89.82
Black Stain 36' Flare
RAMP
Stair #A
Approach Slab
N 74°50'32" W
S 74°13'49" E
T=154.88'
Harbor Drive West Profile Line
P.C.C. +79.07
P.I. +57.93
P.C.C. +15.56
L=20.87', T=10.45'
Δ=5°58'45" R=200'
P.C. +47.80
P.I. +68.67
P.C. +67.78
Taper Median Strip Δ=5°58'45" R=200'
L=20.87', T=10.
Toe of Slope
Toe of Slope
4" A.C.
P.C.C.
R.Pt.Nose +79.2
R.Pt.Nose +51.1
Stair #1
Slack Stain
40.0'
RAMP
43°23'22"
135'
102.23'
+80

MAY 27 1976
PORTLAND DEVELOPMENT COMMISSION

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

ATTN.
RJH
SCG

May 21, 1976

COPY TO MAX KLOTZ

RETURN TO
DOWNTOWN FILE ✓
Front Ave.

Mr. Sam Galbreath
Portland Development Commission
1700 S. W. 4th Avenue
Portland, Oregon 97201

Re: Hawthorne Bridge - Front Ave. Off-Ramp Modification

Dear Mr. Galbreath:

We have reviewed Oregon State Highway Division drawing #31399 concerning the proposed modifications to this ramp. It appears that the proposed installation of a standard concrete shoulder barrier blocking this ramp is a temporary measure and is not visually compatible with the use of this ramp as a pedestrian entrance to the park. We believe that a more permanent appearing modification should be made which would be more pleasing to both the motorist and the pedestrian. We suggest that you and the State Highway Division consider the following two alternate suggestions.

1. Construct a concrete sidewalk which provides a recess for a bus stop as shown on the attached sketch. The potential use or need of a bus stop in this area should be considered before accepting this solution. The north bound traffic lane could be delineated with a shoulder strip and jiggle bars at the east end of the bus zone to protect the bus loading area. Pedestrians could still be encouraged to use the off-ramp similar to original proposal.

2. If the bus stop is unnecessary or undesirable the bridge sidewalk could be extended to hit the nosing between the Front Avenue off-ramp and the Main Street ramp as shown on the attached sketch. This sidewalk would probably require some kind of a temporary raised visual barrier to preclude traffic from driving over this ramp until the traffic becomes accustomed to ramp closure. Pedestrians could be encouraged to use the Front Avenue off-ramp similar to the previous suggestion.

We would appreciate your giving serious consideration to these suggestions or any other possibilities which would eliminate the appearance of a temporary closure and improve the visual aspects of the project.

Very truly yours,

Oliver J. Domreis
County Engineer

OJD:kf
Encl.

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 8, 1976

FILE: 26-1304
(330)

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Front Avenue
Burnside Br.-Hawthorne Br.

TO: ~~MEMO TO THE FI~~LES

A meeting was held June 7, to resolve the question of the Hawthorne Bridge to Front Avenue ramp. Present were Dave Kuehn, Tri-Met; Oliver Domreis, Multnomah County; Sam Galbreath and Jim Rovertson, P.D.C.; and Max Klotz, Vern Butzer, and Ken Limbocker, OSHD.

The primary issue was treatment of the ramp closure. Lack of communication between PDC and the county was the cause of misunderstanding which prompted the meeting.

The agreed procedure was to accomplish the ramp closure as shown in the county Plan 2, using concrete walk, no provision for bus turnout, and installation of salvaged handrail behind the new walk.

Other provisions agreed to were:

1. The remainder of salvaged handrail to be delivered to the county shops at 1403 Southeast Water Avenue
2. Restriction of contractor's work during the 1977 Rose Festival (Friday, May 27, through Monday, June 5)

ebg

cc: J. H. Versteeg
W. J. Hart
E. L. Hardt
Bob Shotwell
Max Klotz

1 Versteeg ✓
2 Olson
4 Christensen
Scott
3 Swenson
Savage
Trout
5

RECEIVED
JUN 0 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 8, 1976

FILE: 26-1304
(330)

FROM: VERN BUTZER Vern Butzer
Project Information Officer

SUBJECT: Burnside Br.-Hawthorne Br. Sec.
Pacific Hwy. W. (Front Avenue)

TO: MEMO TO FILES

A short notice meeting was called for 1:00 p.m., June 7, between the Portland Development Commission, Multnomah County, Tri-Met and OSHD to resolve the Front Avenue north ramp closure from the Hawthorne Bridge.

Tri-Met did not want a bus turnout at the ramp location since they plan to use the center section of the bridge for a bus lane and the turnout would be inaccessable.

The County requested a sidewalk and curb extension from the present water span to the connection with the pedestrian stairs near Front Avenue. This will be placed in lieu of the shoulder barrier proposed on the preliminary plan. Handrail from the ramp to be removed will be salvaged and placed behind the walk extension. Any additional handrail is to be salvaged and delivered by the contractor to the County Bridge Shops on Water Avenue.

The ramp removal work is to be included in the bid plans since there does not appear to be any problem in completing the Portland Development Commission-County agreement for the ramp closure and removal.

The contractor is to suspend work in the area of the project used by the Rose Festival during the 1977 festival time. This will be from May 27th for a ten day period.

Present at the meeting were:
- Oliver Domreis - Multnomah County
- Jim Robertson and Sam Galbreath - Portland Development Commission
- Dave King - Tri-Met
- Max Klotz, Ken Limbocker and Vern Butzer - OSHD

ldo

cc: Lyle Watson, Road Design

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout
3 Watson LW

RECEIVED
JUN 09 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receive: Keep
Do not File
Return To
Bring Up
Other

84

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 10, 1976

FILE: 26-1304
(340)

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Hawthorne Br.-Burnside Br. section, Front Avenue

TO: MEMO TO THE FILES

In order to keep the subject project on schedule for the July bid letting, I have asked Lyle Watson to have a statement added to the specs to the effect that the contractor is not to work in the Hawthorne Bridge ramp area until after September 1, 1976. Since the work in that area is in the Phase 2 portion of the project, this should actually have no affect upon the contractor's operations.

This was necessary because we will not have the agreement or the ordinances approving the closure and removal of the ramp from the county and city before the plans have to be out. This should give enough time to get the paperwork cleared.

If for some reason the county or city change their minds and want the ramp left, a price agreement will have to be negotiated with the contractor deleting that portion of the job.

ebg

NOTED
E. S. HUNTER

cc: E. S. Hunter
J. H. Versteeg
W. J. Hart
E. L. Hardt
Bob Shotwell
Vern Butzer

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO

FOR

Info	Inves	N/D	D/R	Sign	Act	File

1W

Salem, Oregon
June 10, 1976

Lyle K. Watson

Lyle K. Watson
Design Team Supervisor

Burnside Br.-Hawthorne Br.
Pacific West (Front Ave.)
Multnomah County

Max J. Klotz
Metropolitan Planning Engineer

I am sending you six sets of the revised sheets of the consultant's plans. The following revisions were made as requested by P.D.C.:

1. Eliminate reinforcement in the sidewalks.
2. Eliminate Steel fence ander the Morrison Bridge.
3. Construction items eliminated from S.W. Main Street to S.W. Jefferson Street, except curb and paving required to connect to the existing curbs.
4. Sheets 9P and 9I covering the planting and irrigation are eliminated.

These revised sheets should be submitted to the P.D.C. and consultants for their information.

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 10 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

MEMO TO FILE
June 16, 1976

NOTED
H. S. COULTER

RE: Burnside Bridge-Hawthorne Bridge Section
Pacific Highway West, 1W (SW. Front Avenue)
City of Portland and Portland Development Commission

D. N. Harwell

BY: D. N. Harwell
County-City Engineer
Project Management Section

On February 19, 1976, a cooperative construction agreement was executed between OSHD and Portland Development Commission regarding reconstruction, realignment, and landscaping of Front Avenue between Burnside Bridge and Hawthorne Bridge as one phase of development of the Portland Downtown Plan.

The project is financed on the basis of latest estimate of $1,437,511.50, with State's maximum contribution of $315,000 (Bond money), toward construction, and the Portland Development Commission to pay $1,122,511.50 or balance of actual total cost over State's $315,000.

PDC will enter into a supplemental agreement to provide an initial payment of $860,000 immediately (probably week of June 21, 1976), with balance of their portion of the estimated cost, $262,511.50 on or before June 30, 1976. The costs will be adjusted upon completion of construction, based on itemized statement of actual total cost.

The contract is scheduled for the July 29, 1976 bid letting and construction will be under State supervision.

An agreement is being drafted by PDC to cover the particulars as outlined above, based on discussion with PDC and OSHD officials at a meeting on June 16, 1976. Those attending for PDC were Spencer Benfield, Jim Robertson, and Sam Galbreath, and, for OSHD, Max Klotz, Vern Butzer, and Don Harwell.

DNH:mm

cc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
E. S. Hunter
L. W. Rulien
V. E. Skoog
C. W. Head

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Robert Ames, Chrmn.
Louis Scherzer
Bob Walsh
Dennis Lindsay
Allison Logan Belcher

J. David Hunt
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
(503) 224-4800

22 June, 1976.

Mr. Max Klotz
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

MISC. CONTRACTS and
AGREEMENTS No. 5576

Dear Mr. Klotz:

This is intended to amplify the contract between the State of Oregon and the Portland Development Commission, approved 19 February, 1976, wherein Part III, Paragraph 3 allows a procedure for payment by the City of Portland through the Portland Development Commission. If agreed by both parties this letter of understanding will serve to set out that payment procedure.

It is understood that the present estimate for improvements to Front Avenue is $1,437,511.50 and further that the State of Oregon will be responsible for awarding and managing the improvement contract.

Further, the share of this contract attributed to the Development Commission is $1,122,511.50 to be paid with Housing and Community Development Block Grant Funds no later than 30 June, 1976.

This payment will be made in two parts; the first, $861,700.00 and the second, $260,811.50.

If the actual contract awarded is greater than the estimate the Highway Division will notify the Development Commission and an additional amount will be paid at contract completion, or as mutually agreed.

Any amount overpaid by the Development Commission will be returned by the Highway Division as soon as practical after contract award.

If this is agreeable please sign below.

Very truly yours,

J. David Hunt
Executive Director

ACCEPTED:

Oregon State Highway Division
By
Title ASST STATE HWY ENG
Date 6-23-76

JDH/eh

113 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 12, 1976

FILE:

BR 16287

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. L. E. George
Traffic Engineer

SUBJECT:

Burnside Br.-Hawthorne Br. Sec.
Front Avenue
Portland

Attached is the copy of the Morrison Bridge Signal Mounting Details, T.E.D. Dwg. 4005, that Ken Wheatley of Multnomah County Bridge Section reviewed. Mr. Wheatley's corrections are shown in red pencil.

The OSHD Bridge Section suggests shortening the 4" x 4" x 3/8" angle to 7 1/2" with 2" thereof bearing on the girder flange as shown by the blue pencil corrections. Please make these plans changes on your tracing so that this revision may be sent to the Contractor after the date of award of the contract. This revision will not significantly effect the nature of the work.

Also enclosed are copies of two letters about this revision.

RLM:dh
Attachments (3)

cc J. H. Versteeg
E. L. Hardt
Max J. Klotz

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ ✓ Watson HW
____ Hager ____ ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christensen Don
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
JUL 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

15. SW 6th Ave & Dehaven St (Milton-Freewater)
    City Streets
    Umatilla County

    Grading, paving

    5-foot P.C.C. sidewalk to be constructed on the west side of Dehaven, south side of 6th.

16. NW Creoni Rd-NW Cornell Rd
    FAS 632 (NW Cornelius Pass Rd), FAP No. RS-8(5)
    Washington County

    Grading and paving

    Same as No. 1. 6-foot shoulders provided; 4-foot shoulders on channelizations and structure approaches.

17. Beaverton-Hillsdale Highway at Scholls Hwy and Oleson Rd
    FAP No. HHS-0030(1)
    Washington County

    Traffic signal revision

    Same as No. 4.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

10. Goshen-Cottage Grove
    Pacific Highway
    Lane County

    Roadside improvement

    Same as No. 4.

11. Beltline Rd At Coburg Rd (Eugene)
    Route 1035, FAP No. M-1035(1)
    Lane County

    Grading, paving, structure, signing, signals

    5-foot P.C.C. sidewalks provided on Coburg Road; 9.5-foot sidewalks on structure.

12. Logsden-Rock Creek
    FAS 150 (Logsden-Nashville Rd), FAP No. RS-105(5)
    Lincoln County

    Paving

    Same as No. 1

13. Boardman Safety Rest Area
    I-80N
    Facilities

    Same as No. 4

14. Burnside Bridge-Hawthorne Bridge
    Pacific Highway West (Front Avenue, Portland)
    Multnomah County

    Grading, paving, illumination, signals, landscaping

    Footpath-bicycle facilities will be constructed by the City of Portland along Waterfront Park parallel and adjacent to this project. Therefore, footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "Footpaths and trails are not required to be established. . . where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Empire-Coos Bay Hwy at Woodland Dr (Coos Bay)
FAP No. M-2680(2)
Coos County

Traffic signal

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Hunter Creek Bridge
FAS Route 08-109, FAP No. RS-08-109(1)
Curry County

Structure

Same as No. 1

6. Umpqua Lighthouse State Park
BOR Project
Douglas County

Sanitary sewer improvement

Same as No. 4

7. Rogue River (Broadway St)
City Streets in Rogue River
Jackson County

Grading and paving

Same as No. 1

8. S. 6th St-Hilyard Ave (Klamath Falls)
Midland Highway
Klamath County

Grading, paving, signal revision

Same as No. 1. 5-foot P.C.C. sidewalk provided on first 800 ft.

9. Thomas Creek and Fox Creek Bridges
FAP No. RS-19-107(2)
Lake County

Grading, surfacing and structures

Same as No. 1.

441

FORM 81 714 10 10

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE

July 13, 1976

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 29 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 29 on the following projects:

1. Powder River (Phillips) Bridge
   FAP No. RS-01-109(1)
   Baker County

   Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Campbell St-Auburn St (Baker)
   FAU 4860 (Birch St), FAP No. M-4860(1)
   Baker County

   Paving

   Same as No. 1.

3. Frazier Creek Bridge
   FAS 205, FAP No. RS-603(1)
   Benton County

   Structure

   Same as No. 1.

8413

Yellow 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

July 22, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Burnside Br.-Hawthorne Br. Sec.
Pacific Highway West (Front Avenue)
Multnomah County

TO: Robert Shotwell
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9081	00	Mainline, East Gutter	Profile Grade
	01	Mainline, West Gutter	Profile Grade

Attachment

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

N.W. Hoyt Street
Box 571
Portland, Oregon 97207
Telephone (503) ~~228-9111~~

July 29, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. E. Chidsey

Gentlemen:

Please refer to our recent conversation in regard to a proposed Front Street improvement project between the Hawthorne and Broadway bridges, and the disposition of the railway tracks presently buried under street surfacing.

Please be advised that this section of United Railway and Oregon Electric Railway was retired some thirty years ago, and our records indicate that this material was retired in place. The State or its contractor may dispose of this material as you wish.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

LB Kroft

By: L. B. Kroft
Engineer, Public Works

LBK/fc

RECEIVED
AUG 3 1976
Office of
[illegible] State Highway Engineer

PORTLAND-2

XC: R.L. Schroeder
R.H. Boihman
J.H. Versteeg
E.L. Hardt
J.B. Boyd

NOTED
R. L. SCHROEDER

NOTED
J. E. CHIDSEY

341–

1W

OREGON STATE
HIGHWAY DIVISION

August 5, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

JIM ROBERTSON
Portland Development Commission
1700 Southwest Fourth Avenue
Portland, OR 97201

Subject: Burnside Bridge - Hawthorne Bridge Section
Front Avenue (99W)
City of Portland

Attached are copies of the estimates prepared by our Design Section covering the landscape and roadway work south of Main Street that was deleted from the project to reduce costs. These are the same estimates I gave you by telephone yesterday.

The unit prices shown on the estimates are based on the low bid prices but there is no guarantee that the contractor would do the additional work at those prices.

Also, you should be aware that due to the complexity of this whole project, the contingencies may easily exceed the traditional 4½%.

MAX J. KLOTZ
Metro Planning Engineer

ldo
Attachment

cc: C. T. Keasey
J. H. Versteeg
E. L. Hardt w/attachment
Robert Shotwell w/attachment

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
AUG 06 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 29, 1976

ADOlson

FROM: **A. D. Olson**
Preliminary Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: **Burnside Br.-Hawthorne Br.**
(S.W. Front Avenue)
Pacific Highway West
Multnomah County

The plan being prepared for contract is different from the original proposal in that as first discussed Front Street was to be shifted east 13 feet and landscaped between the existing westerly sidewalk and the new curb, in the median and back of the new east curb. As presently planned, the west curb is to be moved east 13 feet, the east curb will remain where it is and the number of through traffic lanes will be reduced from 6 to 4. The northbound connection from the Hawthorne Bridge is removed.

This revision has been made at the request of the City and is in line with their long range plan to phase Front Avenue out as a major arterial. If that plan is appropriate then it would seem that an alternate route for Highway 99W should be established and Front Avenue given back to the City.

In attempting to determine a logical rerouting I have been advised that this has been discussed in the past and that local businesses have resisted taking the 99W designation off of Interstate Avenue and Barbur Boulevard since they feel that this would affect their business, complicate their advertising in describing their locations and in general be detrimental to the business community. If these are valid objections and should be honored then the alternate of starting 99W at the North Tigard Interchange on I-5 would not be appropriate. At the other extreme, traffic on the Steel Bridge could be routed to some pair of streets east of Front Avenue and then brought back to Barbur Boulevard south of this project. That would seem to present more complications than leaving the route on a phased down Front Avenue. Between these alternates there may be logical places where 99W could be tied back into the freeway system north and south of the project in order to bypass this area but they are not readily apparent.

Since the capacity of the facility is to be reduced under this project it would seem to be the appropriate time to reroute the highway if that is the ultimate objective.

Should this be pursued further or should it be dropped until such time as a further reduction in capacity or disincentives to traffic flow are requested by the City?

ADO:az

7-1-76
Bodman
What do you think?
ESH

8-11-76
Bob pursuing as of today.
ESH.

RECEIVED
STATE HWY ENGR
JUN 30 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

8413

1b

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Re: Peter Kiewit Sons
Contracts 8058 and 8413

Please transfer $40,000 from contract 8058 to contract 8413. This amount is part of $170,000 par value U.S. Treasury 3½% bonds for which safekeeping receipt 1391 was issued.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Peter Kiewit Sons

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 5, 1976

Oregon State Treasurer
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe

Re: Peter Kiewit Sons'
Contracts 8058 & 8413

Please transfer $35,000 in U.S. Treasury Bonds from our Contract 8058 with Peter Kiewit to Contract 8413 and cancel your safekeeping receipt 2128.

A retainage reduction on contract 8058 permits this transfer.

Vernon E. Skoog
Controller

By__________________________
Janice H. Peterson
Contract Payments Executive

cc: Peter Kiewit Sons Co.
Attention Donald E. Baker

bc: C.W. Head ✓
R. Church
C. Barrett

8413

1b

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 9, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe

Re: Peter Kiewit Sons Co.
Contracts 8046, 8259, 8413

Please transfer $200,000 par value bonds deposited in lieu of retainage on our contract 8046 to contract 8250 ($20,000) and 8413 ($180,000). $270,000 par value should remain as a deposit in lieu of retainage on contract 8046.

Vernon E. Skoog
Controller

By ______________________
Janice H Peterson
Contract Payments Executive

JHP:mm

cc: Peter Kiewit Sons Co.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

13

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 13, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.
Contracts 8234 & 8413

Please transfer $120,000 in securities deposited in lieu of retainage on contract 8234 to our contract 8413 with Peter Kiewit Sons' Co. Your safekeeping receipt #2014 was issued in exchange for the deposit on contract 8234.

Vernon E. Skoog
Controller

By ______________________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C. Barrett

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

December 23, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice H. Peterson
Contract Payments Executive

Re: Contract 8058

In reply to your letter of December 17 regarding the reduction of retainage on Contract 8058, it would be appreciated if you would transfer all of the released securities ($45,000) to Contract 8413.

Very truly yours,

PETER KIEWIT SONS' CO.

Donald E. Baker
Treasurer

DEB:PC

RECEIVED
DEC 27 1976
CONTRACT ACCOUNTING

RECEIVED
DEC 27 1976
HIGHWAY ACCOUNTING

8413

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 3, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.
Contracts 8058 and 8413

Please transfer $45,000 in securities deposited in lieu of retainage on contract 8058 to our contract 8413 with Peter Kiewit Sons' Co. Your safekeeping receipt #2155 for $95,000 was issued on October 7, 1976 for the deposit on contract 8058.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8058	$95,000-	(45,000-)	$ 50,000
8413	375,000-	45,000-	420,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

cc: Peter Kiewit Sons' Co.

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2266

Received for Account of Peter Kiewit Sons Co.

Address One Thousand Kiewit Plaza
Omaha, Neb. 68131

Date Jan. 13, 1977

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S C A.			PAR VALUE
				Month	Day	Year	
United States Treasury Bonds 3½% Dated Oct. 3, 1960 Due: Nov. 15, 1980	3492	part	100,000	11	15	74	45,000.00
							45,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8413

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2266

Received for Account of Peter Kiewit Sons Co.

Date Jan. 13, 1977

Address One Thousand Kiewit Plaza
Omaha, Neb. 68131

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
United States Treasury Bonds 3½% Dated Oct. 3, 1960 Due: Nov. 15, 1980	3492	part	100,000	11	15	74	45,000.
							45,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8413

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 2265

SAFEKEEPING RECEIPT

Received for Account of Peter Kiewit Sons Co.
Address One Thousand Kiewit Plaza
Omaha, Neb. 68131

Date Jan. 13, 1977

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S C.A.			PAR VALUE
				Month	Day	Year	
United States Treasury Bonds 3½% Dated Oct. 3, 1960 Due: Nov. 15, 1980	3492 8055/56 10163	part 2 1	100,000 10,000 10,000	11 11 11	15 15 15	74 74 74	20,000.00 20,000.00 10,000.00
							50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8058

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department

CLAY MYERS
State Treasurer

State Capitol
Salem, Oregon 97310

January 17, 1977

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Neb. 68131

Gentlemen:

Per instructions from the Oregon State Highway Division, we have cancelled State Treasury safekeeping receipt No. 2155, dated October 7, 1976, in the amount of $95,000.00 United States Treasury Bonds, (3-1/2%) due November 15, 1980, credited to Highway contract No. 8058.

We have re-issued Treasury receipts Nos. 2265 and 2266, dated January 13, 1977, to replace the canelled receipt.

We have credited your account as follows:

Contract No.	Amount
8058	$50,000.00
8413	45,000.00
Total	$95,000.00

Very truly yours,

CLAY MYERS, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Janice Peterson

RECEIVED
JAN 17 1977
HIGHWAY ACCOUNTING

COPY

8413

1b

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 20, 1977

Peter Kiewit Sons Company
One Thousand Kiew it Plaza
Omaha, Nebraska 68131

Re: Contracts 8058 and 8413

We have received State Treasury safekeeping receipts #2265 for $50,000 and #2266 for $45,000. These replace receipt #2155 for $95,000.

Total securities posted on these contracts are as follows:

8058	$ 50,000
8413	420,000

Vernon E. Skoog
Controller

By ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer
Attention: Merle Crowe,Cashier

bc: C.W. Head (Att)
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FILE

PORTLAND DEVELOPMENT COMMISSION

MEMORANDUM

DATE January 20, 1977

TO: Waterfront Park Real Estate File

FROM: SCG

SUBJECT: State Review of Land Transfer Agreement for Waterfront Park

The Oregon State Highway Division Council has completed their review of the Land Transfer Agreement provided them March 11, 1976. They have taken exception to that portion of the Agreement which has the 20 year limitation on the requirement that the property be used for a park or open space. After discussing the the matter with Jim McClure of the State, it is understood that their preference for handling this matter would be to simply transfer interest provisions pretty much as outlined in their previous draft Agreement. They would require that land area, in proportion to their current overall ownership, be required to be maintained in park and open space use in perpetuity.

The State currently has interest in approximately 50% of the land area comprising the park. Effecting the Agreement as they propose, it would simply require that at no time would any less than 50% of the total park area be retained in park and open space use. In the approach that Jim favored, which land is used for what would not be tied down by way of a map or recitation of any specific plan; thus, would allow the City complete flexibility in how they choose to distribute activities in the Park. The City would be in compliance with the terms of the property exchange so long as the majority of the property is retained in the park use which, of course, is the case reflected in the current adopted General Plan.

After discussing this matter with appropriate people at the Commission and City, the State would prepare another Agreement reflecting language which would carry out their intent and return it to us for our review. This would be done, keeping in mind the stipulations which we added in our last draft. They would also have their right-of-way section prepare an accurate property map for the area reflecting ownership distribution which would be the basis for determining the proportion of land to be affected by the Agreement. I have informed the State that it is imperative that this matter be cleared up before we go out to bids for work on the Burnside/Morrison Phase in April.

SCG:hs

cc: Olly Norville

Jim McClure, Oregon State Highway Dept.
Metro Division

no ref made to transfering
Front Ave in package

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 24, 1977

Telephone 238-8226

SAM GALBREATH, Program Development Coordinator
Portland Development Commission
1700 Southwest Fourth Avenue
Portland, OR 97201

In reviewing your January 20 memo, I find no reference to the abandonment of the portion of S. W. Front Avenue which is currently under construction. It is my intention to include this as part of the Land Transfer agreement, as we discussed.

Please review this aspect of the Land Transfer with your Commission and City officials.

JAMES D. McCLURE
Project Development Engineer

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Walt Barrie
L. W. Rulien

RECEIVED
JAN 26 1977
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
Schroeder
FOR
✓ D/R Sign Act File ✓

413

1859

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 17, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE. 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8250 and 8413

In accordance with your letter of February 14, 1977, the excess deposit of $130,000 on contract 8250 is being transferred to Contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8250	$ 140,000	(130,000)	$ 10,000
8413	420,000	130,000	550,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer--Merle Crowe

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

8413

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 24, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8046 and 8119

In accordance with your letter of February 18, 1977 the excess deposits on contracts 8046 and 8119 are being transferred to contract 8413.

Securities Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 270,000	(195,000)	$ 75,000
8058	50,000	-0-	50,000
8119	250,000	(150,000)	100,000
8234	10,000	-0-	10,000
8250	10,000	-0-	10,000
8413	550,000	345,000	895,000
	$1,140,000		$1,140,000

Vernon E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer, Merle Crowe,Cashier

bc: C.W. Head✓
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 1, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.

We received Safekeeping receipts 2316 for $10,000, 2317 for $10,000 and 2318 for $120,000. There is no change in the amounts applied to the various contracts.

Security Summary:

Contract	Current Amount
8046	$ 75,000
8058	50,000
8119	100,000
8234	10,000
8250	10,000
8413	895,000
	$ 1,140,000

Vernon E. Skoog
Controller

by
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Peter Kiewit Sons' Co.

We have received the following safekeeping receipts:

Safekeeping Number	Amount	Contract No.
2321	$ 100,000	8119
2322	150,000	8413
2323	75,000	8046
2324	195,000	8413

There is no change in the total amount of securities posted in lieu of retainage on the Kiewit contracts.

VE Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

NOTED
[illegible]

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8411

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8119, 8250 and 8413.

In accordance with your letter of March 30, 1977, securities released on contract 8119 ($75,000) and contract 8250 ($9,000) have been transferred to contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 75,000	-0-	$ 75,000
8058	50,000	-0-	50,000
8119	100,000	(75,000)	25,000
8234	10,000	-0-	10,000
8250	10,000	(9,000)	1,000
8413	895,000	84,000	979,000
	$1,140,000	-0-	$1,140,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

NOTED
C.W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe,
Cashier

Re: Peter Kiewit Sons' Co.

We have received the following safekeeping receipts:

Safekeeping Number	Amount	Contract No.
2372	$ 1,000.00	8250
2373	25,000.00	8119
2374	84,000.00	8413

There is no change in the total amount of securities posted in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8413

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 2, 1977

Peter Kiewit Sons Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: All Contracts

The State Treasurer has issued safekeeping receipt 2426, dated April 25, 1977 covering your $1,140,000 in U.S. Treasury Bonds that mature on November 15, 1980. Future changes in the amount applied to various contracts will be handled by this office per project requirements and your direction when reductions are made or projects are finalled.

I would again like to suggest establishment of an unallocated account so that amounts applied to various projects will more truly reflect the amount deposited in lieu of retainage. Example: At the present time you have $1,044,000 deposited in lieu of retainage on contract 8413. The retainage on this project will probably not exceed $65,000, therefore $979,000 could be classified as unallocated and still applied to new contracts at your direction.

Security Summary:

Contract	Amount
8046	$ 10,000
8058	50,000
8119	25,000
8234	10,000
8250	1,000
8413	1,044,000
	$1,140,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: Oregon State Treasurer

bc: C.W . Head
R. Church
C.W. Barrett (Att.)

8413

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 16, 1977

Peter Kiewit Sons'Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

In accordance with your letter of May 6, 1977 $979,000 is being transferred from Contract 8413 to an unallocated account.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

The estimated cost at this time for materials and labor required to modify each luminaire is $30. The city proposed a redesign of the lighting system, which included the addition of a supplemental lighting system. I don't believe the State should participate in anything but the shielding costs.

RAE:dh:dls

cc E.L. Hardt
Robert Shotwell

8413

8

FORM 81-734-3011

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon .
September 8, 1977

FILE:

SUBJECT:

Illumination
Burnside Br.-Hawthorne Br. Sec.
Pacific Highway West (Front Ave.)
Multnomah County
Contract 8413

FROM: Rob Edgar

TO: Memo to the Files

Prior to contract there has been a concern of excessive glare caused by the proposed twin arm ornamental light poles with 400-watt mercury vapor mounted at 18 1/2 feet. The glare was of no concern to the Portland Development Commission at that time.

Early in May, 1977, after some of the light poles had been installed on one side of Front Ave., Robert Shotwell (Resident Engineer) called our office for a solution to reduce the glare of the luminaires. Sam Galbreth from PDC said he would consider an internal shield in the luminaire to reduce the glare.

On the night of August 18, 1977, a meeting was called on Front Ave. by Robert Shotwell to observe and discuss the problem of excessive glare produced by the ornamental light poles. Those in attendance were - Sam Glabreth; Chuck O'Donnell, City of Portland; Bob Dixson and I, Structural Design Section, ODOT; and Robert Shotwell. The general consensus was that the brightness of the luminaires should be reduced to a more comfortable level, if possible, without affecting the footcandle levels on the roadway.

On August 6, a meeting was held at the George M. Roth Co., in Portland, to observe an ornamental luminaire modified with a shield, designed and built by a private company. The shielded luminaire produced an average reduction of 70 percent in brightness toward the motorist. The calculated footcandle reduction on the pavement was 17 percent. Sam Galbreth, Robert Shotwell, Bob Dixson, and I found the luminaire and figures acceptable. San Galbreth would not make a final acceptance until the City of Portland Lighting Bureau would approve the shield. He indicated this could be three weeks or more before the City Lighting Bureau could view the unit. However, Bob Shotwell made the decision that we could not ask a private company, who incidentally has no financial interest in the modification or the lights, to encumber their premises any longer with the modified luminaire.

The luminaires were to be removed on August 7 by the Resident Engineer. The City will have to make their own modified luminaire in the future.

VERIFICATION

STATE OF OREGON, County of Multnomah *ss.*

I, Edith I. Kaplan *being first duly sworn, say that I am the* plaintiff *and that the foregoing* complaint *is true as I verily believe.*

/s/ Edith I. Kaplan

Subscribed and sworn to before me December 29, 19 77

/s/ Alan R. Ruben

NOTARIAL SEAL

Notary Public for Oregon.
My Commission expires 6-27-80

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Summons and Complaint *is a correct copy of the original. That the said .... in my opinion is well founded in law.*

Dated December 29, 1977

Alan Ruben
Of Attorneys for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... is hereby accepted in .... County, State of ...., on ...., 19........, by receiving a duly certified copy thereof.

Of Attorneys for ....

CERTIFICATES OF SERVICE

PERSONAL

I certify that on ...., 19......, I served the within .... on .... attorney of record for the .... by personally delivering to him a correct copy thereof.

Of Attorneys for ....

AT OFFICE

I certify that on ...., 19......, I served the within .... on .... attorney of record for the ...., during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at ...., Oregon.

Of Attorneys for ....

MAILING

I hereby certify that I served the foregoing ...., on .... attorney(s) for .... on ...., 19........, by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit: .... and deposited in the post office at ...., Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.

Dated ...., 19......

Of Attorneys for ....

MARANDAS, BERG, SLY & BARNETT
BLOOM, ~~CHAIVOE, RUBEN,~~ MARANDAS ~~& BERG~~
ATTORNEYS AT LAW
Suite 657 Boise Cascade Building
1600 S. W. Fourth Avenue
Portland, Oregon 97201
Telephone (503) 224-0434

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

TC

That said injuries are permanent in nature and plaintiff has been rendered sick, sore, nervous and distressed, all to her general damages in the sum of $100,000. That plaintiff has incurred reasonable medical expense in the amount of $3680.73 and has suffered lost wages in the amount of $552, all to her special damages in the amount of $4232.73.

IX

Plaintiff has duly presented her claim in writing to the State of Oregon within 180 days following her injury, all pursuant to ORS 30.275.

WHEREFORE, plaintiff prays for judgment against defendants and each of them in the sum of $100,000 general damages and a further sum of $4232.73 special damages, together with her costs and disbursements incurred herein.

/s/ Alan M. Ruben
Alan M. Ruben
Of Attorneys for Plaintiff

VII

That said collision and the injuries resulting to plaintiff were caused by the carelessness, recklessness and negligence of defendant, Robert J. Wilson in one or more of the following particulars:

(1) In driving his vehicle at a speed greater than was was reasonable or prudent under the circumstances then and there existing.

(2) In failing to have or keep a proper lookout for other vehicles, particularly for the vehicle operated by plaintiff.

(3) In failing to keep or have his vehicle under proper or any control.

(4) In driving his vehicle the wrong way on a one way ramp approaching the Steel Bridge.

VIII

As a direct and proximate result of said collision, and the negligence of the defendants and each of them, plaintiff sustained the following injuries:

(1) Bruising and swelling of the anterior aspect of the neck in the region of the trachea, and extending upwards toward the chin, mostly on the right side.

(2) Tenderness and swelling of the right side of the face in the maxillary area.

(3) Bruising and discoloration of the right side of her body extending along the arms, chest and down into the right thigh.

(4) Swelling and discoloration of the stomach and bruising of the stomach.

(5) Scarring over the anterior aspect of the right patella.

(6) Post traumatic headaches.

(7) Bruising of her tongue and cuts about her lip.

(8) Sprain of the muscles and ligaments and soft tissue along the back of her neck.

of a 1973 Dodge automobile and defendant, Robert J. Wilson, was the owner and operator of a 1973 Ford Ltd automobile.

IV

During all times herein material, the Steel Bridge was and is located in the City of Portland, County of Multnomah and State of Oregon, extending generally in a northerly and southerly direction across the Willamette River and S.W. First Avenue and S.W. Front Avenue are public thoroughfares in the City of Portland, County of Multnomah and State of Oregon, extending generally in a northerly and southerly direction and join the ramps which form the approaches for northbound traffic on the Steel Bridge.

V

That on or about the 12th day of March, 1977, plaintiff was operating her vehicle in a southerly direction along the said Steel Bridge and had proceeded to enter the southbound ramp off the Steel Bridge and at said time and place, defendant Wilson was operating his vehicle in a northerly direction along said ramp and a collision occurred between the two vehicles, causing the injuries and damages hereinafter alleged.

VI

That said collision and the injuries resulting to plaintiff were caused by the carelessness, recklessness and negligence of defendants, the State of Oregon, acting by and through the Oregon Highway Department, and Peter Kiewit & Sons Corporation in failing to post adequate signs and notices along S.W. First Avenue, S.W. Front Avenue and the southbound ramp of the Steel Bridge, warning northbound traffic that said ramp was restricted to one way traffic southbound.

/ / / / / /

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

EDITH I. KAPLAN,

Plaintiff,

v.

ROBERT J. WILSON, STATE OF OREGON acting by and through the OREGON HIGHWAY DEPARTMENT, and PETER KIEWIT & SONS CORPORATION, a Washington corporation,

Defendants.

NO. A7712-18539

COMPLAINT

Plaintiff alleges:

I

During all times herein material defendant, the State of Oregon, acting by and through the Oregon Highway Department, controlled and maintained the southbound ramp of the Steel Bridge located in the City of Portland, County of Multnomah and State of Oregon, and also maintained the S.W. Front Avenue approach controlling northbound traffic proceeding onto the ramp approaching the Steel Bridge.

II

During all times herein material defendant, Peter Kiewit & Sons Corporation, was and is a corporation organized and existing by virtue of the laws of the State of Washington and licensed to do business in the State of Oregon, and said corporation had a contract (#8413), with the State of Oregon for the construction and remodeling of the highways and ramps approaching the Steel Bridge from the south.

III

During all times herein material, plaintiff was the owner and operator

BLOOM, CHAIVOE, RUBEN, MARANDAS & BERG
ATTORNEYS AT LAW
607 BOISE CASCADE BUILDING
PORTLAND, OREGON 97201
TELEPHONE (503) 224-0434

I

[illegible] 151 [illegible]

# In the CIRCUIT Court of the State of Oregon
for the County of Multnomah

EDITH I. KAPLAN

Plaintiff

vs.

ROBERT J. WILSON, STATE OF OREGON acting by and through the OREGON HIGHWAY DEPARTMENT, and PETER KIEWIT & SONS CORPORATION, a Washington corporation

Defendants

No. A7712-18539

SUMMONS

TO: DIRECTOR, ROBERT BURCO, Dept. of Transportation
Transportation Bldg. Salem, Oregon 97310

To			
	Robert J. Wilson 2204 S.E. 134th Ave. Vancouver, Wash.	State of Oregon, Highway Dept. James Redden, Attorney General 100 State Office Building Salem, Oregon 97310	Peter Kiewit & Sons Corp. CT Corporation Systems, Reg. Agent Pacific Building ~~Portland~~ Portland, Or. Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

/s/ Alan H. Ruben
Attorney for Plaintiff

STATE OF OREGON, County of Multnomah *) ss.*

I, Alan H. Ruben*, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland*, Oregon, dated the* 29 *day of* December*, 19*77

Alan Ruben
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant , Robert J. Wilson, State of Oregon, James Redden, Attorney General

and a copy of the within summons only upon the other defendant , Peter Kiewit & Sons, CT Corporation ~~Systems, Registered Agent and Director Robert Burco, Dept. of Transportation~~

/s/ Alan H. Ruben
of Attorneys for Plaintiff

BLOOM, RUBEN, MARANDAS, BERG, SLY & BARN
~~BLOOM, [illegible] RUBEN, MARANDAS & BERG~~
ATTORNEYS FOR PLAINTIFF
Suite 667 Boise Cascade Building
1600 S. W. Fourth Avenue
Portland, Oregon 97201
Telephone (503) 224-0434

8413

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 2, 1978

FILE: CON 5 #8413

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Burnside Bridge-Hawthorne Bridge
Contract No. 8413

This project is substantially complete and an overrun of $173,896.00 or 11.8 percent is anticipated. The overruns occurred as follows:

Bid Items	$65,170.00
Added Orders	47,192.00
Engineering	104,968.00

All of the above overruns were the result of the character of work done under this project which provided major changes in traffic patterns on Front Street in Portland. Much of the work was architectural landscaping, involving specialty items and special treatment and close coordination with the City of Portland was required. The bid item overruns were due to the difficulty of estimating the original quantities in this old area of Portland where the existing quantities of old roadways, paving stones, et cetera --- were difficult to determine. The added orders were necessary to accomplish the desired results and were closely worked out with the Portland Development Commission and the City of Portland.

The engineering overrun was due to the many changes required to provide the desired results and to the heavy traffic volume in the area together with the careful traffic staging (5 stages) required.

This is a State project. It is recommended that the authorization for this project be increased by $173,896.00 to a new total of $1,650,902.88.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR
Info Invs R/D D R Sign Act File

8413

8

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

[illegible] 30, 1978

DATE: May 5, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Burnside Bridge-Hawthorne Bridge
Contract No. 8413 Pacific [illegible]

This project is substantially complete and an overrun of $173,896 is anticipated. The overruns are as follows:

Bid Items	$ 64,170.00
Added Orders	47,192.00
Engineering	104,968.00

The above overruns are due to the character of the work done on this project which provided major traffic pattern changes on Front Street in Portland. Much of the work involved specialty items and special treatment. The bid item overruns resulted from the difficulty in estimating the contract work in this old area of Portland where existing old roadways, paving stones, etc., were difficult to predetermine.

The added orders were necessary to complete the project with the desired results. Many of these were closely worked out with the Portland Development Commission and the City of Portland.

Engineering costs overran due to the necessity to make field changes to provide the desired results and to the multiple staging required to provide for traffic during the work.

This is a state project and no federal funds are involved. It is recommended that the authorization for this project be increased by $173,896 to a new total of $1,650,902.88.

This matter will be on the Consent Calendar for your May 30 meeting.

8413

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 9, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8413

Gentlemen:

We are transferring $20,000.00 from your unallocated account to this project in accordance with your letter of May 2nd.

This increases the total on deposit for this project to $85,000.00.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: **C.W. Head**
R. Church
C.W. [illegible], Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8413 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

6 CONSTRUCTION AND BRIDGE SECTION

SECTION: Burnside Br. - Hawthorne Br.

WEEK ENDING: May 20, 1978

SECTION PREFIX: 26-0501

HIGHWAY: Pacific West

COUNTY: Multnomah

NAME OF JOB: Burnsdie Br. - Hawthorne Br.

KIND OF WORK: Grade, pave, illum., signals and landscape

CONTRACTOR: Peter Kiewit Sons' Co.

CONTRACT NUMBER: 8413

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 6, 1976

DATE WORK STARTED: September 7, 1976

ESTIMATED COMPLETION DATE: May 19, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 1, 1978

PERCENT OF TIME ELAPSED: 103.01

PROJECT AUTHORIZATION: $ 1,477,006.88

EXCLUSIVE OF ENGINEERING: $ 1,371,975.28

ENGINEERING AUTHORIZATION: $ 105,031.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,436,363.09

ENGINEERING COST TO DATE: $ 196,629.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4.69 %

PERCENT OF AUTHORIZATION: 187.2 %

DATE PROJECT WAS COMPLETED: May 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

Topsoil	DRAINAGE	GRADING	Removal	OIL AND/OR PAVE.	Landscape	Illumination	Signals
100	100	100	100	125.7	100	100	100

	GRADING	Brick SURFACING	Traffic Protection	Curbs, walks etc.	PAVING
MILES IN PROJECT	0.93	0.93	0.93	0.93	0.93
MILES PARTIALLY COMPLETED	0.93	0.93	0.93	0.93	0.93
MILES COMPLETED	0.93	0.93	0.93	0.93	0.93
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,600 CY	2,680 SY	100 %	933 CY	7,400 T
TOTAL QUANTITIES CORRECTED TO DATE	13,758 CY	2,878 SY	100 %	933 CY	9,630 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,758 CY	2,878 SY	100 %	100 %	9,630 T
AVERAGE DAILY QUANTITIES (this week)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

Trucks, and misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14		NA		Specified completion date.
MONDAY	15	Cloudy-showers			LAST WEEKLY REPORT ON THIS PROJECT.
TUESDAY	16	cloudy			
WEDNESDAY	17	cloudy			
THURSDAY	18	clear-warm			
FRIDAY	19	fair-warm			
SATURDAY	20				

RECEIVED

MAY [illegible] 1978

CONSTRUCTION BRANCH

Richards

Burg

Glenn

9113 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

August 4, 1978

[illegible]

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FRONT AVENUE

TO: R. N. BOTHMAN
Metro Administrator

We have just recently completed construction of the project on Front Avenue and we are in the final stages of fine tuning it for the City of Portland. People representing their bureaus of traffic engineering, street maintenance, sewers, water, landscape, and perhaps others that I've missed, have all descended upon the project and given us lists of minor things to do in order that the project meet with their approval. We are working on those lists now.

It's my understanding that when this project was conceived and developed it was understood that upon completion the street would be turned over to the City for maintenance. The various City maintenance people who have inspected the project act like they plan to take it over as soon as we complete it to their liking, but so far we do not have a formal agreement with the City to this effect. As you can imagine, this places the jurisdiction of the street in limbo. Nominally, we are still responsible for the maintenance, but on the other hand it is not a state highway anymore --- it has brick crosswalks, bollards at the curb lines, ornamental street lighting, and other urban renewal-type amenities. I would appreciate it if you would expedite with the City the execution of the agreement which formally turns the street over to them so that there is no doubt about who is responsible for the facility.

ELH/cr
cc F. B. Klaboe
H. S. Coulter
Bob Shotwell
Maury Payne

STATE HWY ENGR
REFER TO
FOR
Info | Inv | R&R | O.K. | Sig | Att | File

8413

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8413

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. You presently have $85,000.00 on deposit. $75,000.00 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: **C.W. Head**
R. Church
C.W. Barrett, Jr. [redacted]

8413

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasuer

Re: Contract 8413

In accordance with your letter of September 12, the $75,000.00 security deposit released on this project is being applied to your unallocated account.

Re: Contract 8058

This contract has been finalled. The $50,000 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: **CW Head**
~~R. Church~~
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3120 (Rev. 7-77)

Auto-Rain, Inc.
pipe & sprinkler distributors

10115 Northeast 6th Drive • Portland, Oregon 97211 • Phone 503/283-4184

October 10, 1978

Mr. Lyle Leach
Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Wa., 98663

SUBJECT: Job #5439: Burnside Bridge to Hawthorne Bridge, O.S.H.D.,
Rainterra Landscapes, Inc.

Dear Mr. Leach:

Currently we are holding a "Claim Against Contractors' Bond" for the above job. Your subcontractor, Rainterra Landscapes, Inc., owes Auto-Rain, Inc. $3,312.37 (Three-Thousand, Three-Hundred-Twelve Dollars, and Thirty-Seven Cents).

Upon receipt of this due bill, Auto-Rain, Inc., will respond, in writing, to release your firm from any obligation relative to this project.

Thank you for your cooperation in this matter.

Most Sincerely,

William L. Johnston,
President

AUTO-RAIN, INC.

WLJ:vkv

cc: ✓O.S.H.D., 9898 N. E. Hancock Dr., Portland, Or., 97220
Rainterra Landscapes, Inc., 8952 S. W. Barbur Blvd., Portland, Or., 97219

RECEIVED
OCT 11 1978
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

RECEIVED
OCT 13 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
[illegible]
Berg
Inloes
Widmer
Gebauer
Church

Auto-Rain. Inc.
pipe & sprinkler distributors

10115 Northeast 6th Drive • Portland, Oregon 97211 • Phone 503 283-4184

NOTICE OF CLAIM ON CONTRACTORS BOND

Date: October 20, 1978

To: Oregon Secretary of State
Public Records Division
141 State Capitol Bldg
Salem, Oregon 97310

Notice is hereby given that the undersigned Auto Rain, Inc., an Oregon Corporation has a claim for water transportation and/or irrigation systems materials, equipment and supplies sold by Auto Rain, Inc. to Rainterra Landscapes, Inc., in the sum of ($3,312.37) Three Thousand Three Hundred Twelve Dollars and Thirty-Seven Cents, against the bond taken by Peter Kiewit Sons' Co. as principal, and Aetna Casualty Insurety, for the work of Oregon State Highway Deparment - Burnside Bridge to Hawthorne Bridge job, Contract number 8413.

Auto Rain, Inc., an Oregon Corporation

By Robert A Cochran
Robert A. Cochran, Vice President

cc: Mr. Robert Shotwell
Resident Engineer
Oregon State Highway Dept.
9898 N E Hancock Dr.
Portland, Oregon 97220

cc: Cecil Head
Oregon State Hwy Dept.
States & Transportation Bldg
Salem, Oregon 97310

cc: Rainterra Landscapes, Inc.
8952 S E Barbur Blvd
Portland, Oregon 97219

RC:cr

RECEIVED
OCT 23 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sec. of State
File # 5297

#34-3

October 26, 1978

Auto-Rain, Inc.
10115 Northeast 6th Drive
Portland, OR 97211

Gentlemen:

This will acknowledge receipt of a copy of your notice of claim stating that Rainterra Landscapes, Inc. owes you for water transportation and/or irrigation systems materials, equipment and supplies in the amount of $3,312.37.

Your claim states this is in reference to the Peter Kiewit Sons' Co. Contract No. 8413, Burnside Bridge-Hawthorne Bridge Section in Multnomah County. The Aetna Casualty & Surety Company furnished the bond on this project.

This information is being noted in our records and we will advise the surety and prime contractor of this claim. The Secretary of State's Office informed us that your claim was filed in their office and was assigned file number 5297.

Please inform this office when this claim has been satisfied.

Very truly yours,

NOTED ON CARD
10-26-78 kr

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

November 7, 1978

Mr. Ed Hardt, Region I Engineer
Oregon State Highway Division
9200 SE McLoughlin Blvd.
PO Box 02157
Portland, Oregon 97202

Subject: Burnside Bridge-Hawthorne Bridge Sec.
Pacific Hwy. West (Front Avenue)

Dear Mr. Hardt:

Please be advised that all City of Portland items listed for correction by the contractor on the subject project have been corrected to the satisfaction of the City.

Very truly yours,

John M Lang

John M. Lang, Chief
Bureau of Street & Structural Engineering

WJO:al

cc: Cowles Mallory, Public Works Administrator
Robert Shotwell, Resident Engineer ODT
Richard Schmidt, Chief, Bureau of Maintenance
Don Bergstrom, Traffic Engineer

cc: Bob Church

CE RE RME RCE SE
TE RECEIVED RSM
UE NOV 15 1978 RSC
SO REGION I RBI
TO

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 15, 1978

FILE: NOTED
H. S. COULTER

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: JURISDICTION OF SW FRONT AVE.
CITY OF PORTLAND

TO: R. N. BOTHMAN
Metropolitan Administrator

After several months of very difficult work by Resident Engineer Bob Shotwell the City of Portland has finally gone on record to the effect that all of the deficiencies that they found in the work done by the Front Ave. contractor have been corrected. I have attached a copy of John Lang's November 7 letter to that effect. You will notice that the letter very carefully skirts the question of acceptance of the project or acceptance of the jurisdiction of the highway.

The concept of the Front Ave. project was that the State would put up a certain amount of money, contract and see to the construction of the improvements, and upon the successful completion of the project would turn over the maintenance and jurisdiction of Front Ave. to the City of Portland. The Highway Division has now completed all of its obligations. As far as I know your efforts to date to get the City to execute the agreement that turns over the highway to them have been unsuccessful. I would suggest that we write to the City and tell them that we have completed our obligations and as of November 7 we are turning the jurisdiction of the highway over to them. That seems to be the only way to get the matter taken care of. Unless you have a better idea, I would be happy to write such a letter. Please advise.

ELH/cr
cc H. S. Coulter w/attachment
R. L. Schroeder "
Maury Payne "
Bob Shotwell "

RECEIVED
STATE HWY ENGR
NOV 16 '78
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

~~cy F. B. K.~~

cross walks required accurate surveying prior to paving. Also the contractor elected to build catch basins and light bases prior to curb construction requiring accurate location and elevation controls. The many and varied street intersections as well as the multi-stage construction meant almost continous survey and engineering work throughout the project.

This is one of several City - State jobs I have had the dubious honor of administrating. A basic and very real problem exists on these projects.

Final acceptance by the City seems difficult to come by. The City of Portland is fragmented into many departments with little interdepartment communications. Cooperation except with the Traffic and Parks Departments is reluctant at best. The method of operation is to wait until the project is over than not accept it until much "gold plating" is performed.

Let me use this project as a typical example. The only department which worked with us throughout the project were the Traffic, Parks, and Water Departments. At the close of the project the City was invited to a final inspection. Twenty five (25) City people representing numerous departments appeared virtually none of them know anything about the project. They all went their separate ways and subsequently an 8 page list of items needing corrections was submitted.

It seems this sort of thing could be handled in the City - State agreement by a statement that they would accept the project as meeting OSHD Standards, etc. This is an area of concern that needs some attention. The demands by the City for additional work are many times unreasonable and costly.

Fire Station also is on Front Ave. so with every pending traffic change I would meet with the Fire Chief and City Police to explain new routes.

We drafted flyers and hand carried them to all places of business in the immediate vicinity of the project and explained new routes and how their businesswould be effected. This proved to be a beneficial program and kept "most" protests down to a loud clamour.

Excavation for roadway sections on the west side of Front Ave. produced many problems. Running the length of the project was a 14" water main which was only 18" below the finished grade. This made excavation touchy and the specifications called for a cap of weak concrete over the pipe to protect the pipe from wheel loads. Many, many existing utilities were encounted some charted but many unknown until uncovered.

Also the old buildings on Front in some cases had basements under the sidewalk and street area. The required last minute designs to accommodate the caverns.

Paving on the project had its own special problems the grade on Front Ave. is approx. 0.1% this along with the many stages, and need to meet brick crosswalks presented a real challenge to the paving contractor.

Landscaping on the project was designed by Mitchell and Assoc. and featured native shrubs. Historical markers along the West sidewalk point out various plantings.

This project required much more engineering than originally anticipated. The many value boxes, utility vaults, manholes, and flush curbs at brick asphaltic concrete surface was removed. Some stones were then tobe incorporated in the sidewalk areas.

Another "Old City" feature was the use of cast iron bollards which are reminiscent of the old horse hitchingposts. The cast iron bollards as well as precast exposed aggregate bollards were used throughout the project. Although pleasing to the eye the design required they be installed too close to curb and roadway sections. This has already proved to be a maintenance problem as truck and car traffic have broken or damaged numerous bollards on the project.

The old light fixtures have also presented a problem. The fixtures are grossly inefficient from a lighting standpoint and so in order to offset this inefficiency the City of Portland increased the lighting to such a degree that you get the distinct impression your facing a battery of flash bulbs when you travel Front Ave. at night. The median lights have been turned off to help the situation and I understand the City is redesigning the entire system.

Brick crosswalks were designed at all street intersections - a difficult way to build a road and the walks compounded on already difficult paving job by breaking up paving runs.

Traffic handling on this contract was a project in itself. The job called for 6 stages of construction., However due to access to business and parking lots many more stages were used. We worked very closely with The City of Portland Traffic Department who were very cooperative. The main

OB RE RME RCE BE
TE RECEIVED RSM
UE AUG - 3 1978 [illegible]
SO REGION I RBI
TO

Copy Sent to Church
8-8-78

NARRATIVE REPORT

BURNSIDE BR. - HAWTHORNE BR.

This project commonly referred to as the "Waterfront Park" was a joint project of the Portland Development Commission (City of Portland) and the State HighwayDivision. The project was designed by a private architectual firm retained by the PDC. The roadway section and basic drainage system was designed by the Highway Division. Through joint meeting with the Architects, PDC, City agencies and the Highway Division specification and final plans were completed.

Several unusual design and construction aspects are evident in this project.

The Waterfront area is a historical part of Portland that dates back to the early 1800's when Portland was first founded as a City.

The Architects in their design attempted to preserve the early city atmosphere by using the old cast iron street lights, brick crosswalks and Belgian paving stones. The subgrade under the existingFront Ave. was the old Front Ave. built with Belgian paving stones which are said to have arrived in Portland as ballast on sailing ships years ago.

The contract called for salvaging these stones which were set in a concrete base.

This proved to be difficult and required peeling the stones after the

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 5, 1978

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FRONT AVENUE RECONSTRUCTION
City of Portland

TO: BOB SHOTWELL
Resident Engineer

We recently received a letter from the City of Portland certifying that all the work done on the Front Avenue reconstruction project was acceptable to them. That was the long-awaited letter that signaled the end of the City's nit-picking.

Now that the project has been completed, I want to commend you and your crew for the extraordinary effort you put out on the project. I know that it wasn't easy working with plans that were prepared by an architect and assembled into a project by our staff. I know it wasn't easy working on a "park" type project where there were interests held, sometimes in conflict, by both the Portland Development Commission and the City of Portland. I know it wasn't easy working with all the different bureaus of the City on coordinating utility moves, traffic signal changes, etc. I know it wasn't easy working on a project that affected pedestrian access to many businesses over a long period of time, coupled with the various traffic changes that had to be done in order to allow room for the work to proceed. I am sure that your public relations campaign with the local merchants helped to keep them under control.

You handled the project well and proved to me again what you have often told me that "we can handle anything that you have for us." I appreciate the effort that you put into this project and I wanted you to know that.

ELH/bd/gw
cc: Scott Coulter — w/attachment
C. T. Keasey "
Bob Bothman "
Personnel File "

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC -6 '78
REFER TO
FOR
Info | Invs | R/E | D/H | Sign | Act | File

8413

8

February 7, 1979

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

Contract No. 8413 awarded to Peter Kiewit Sons' Co. for work on the Burnside Bridge-Hawthorne Bridge Section of Pacific Highway West in Multnomah County was completed on May 19, 1978, and accepted by the State Highway Engineer on February 6, 1979.

The total contract amount is $1,423,531.57 including $21,534.03 for work performed under force account.

You have been advised previously that a claim has been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

Auto-Rain. Inc.
pipe & sprinkler distributors

10115 Northeast 6th Drive • Portland, Oregon 97211 • Phone 503 283-4184

Notice of Release of Claim on Contractors Bond

Date: February 9, 1979

To: Oregon Secretary of State
Public Records Division
141 State Capitol Bldg.
Salem, Oregon 97310

Notice is hereby given that the undersigned Auto-Rain, Inc., an Oregon Corporation, hereby releases all rights and privileges against the Oregon State Highway Department - Burnside Bridge to the Hawthorne Bridge job, Contract number 8413, Front Avenue Job.

Sincerely,

William L. Johnston
President
Auto-Rain, Inc.

WLJ:vkv

cc: Mr. Robert Shotwell,
Resident Engineer
Oregon State Highway Dept.
9898 N E Hancock Dr.
Portland, Oregon 97220

cc: ✓ Cecil Head
Oregon State Hwy Dept.
States & Transportation Bldg.
Salem, Oregon 97310

cc: Rainterra Landscapes, Inc.
8952 S E Barbur Blvd
Portland, Oregon 97219

cc: Peter Kiewit Sons' Co.
215 So. "V" St.
Vancouver, Wa. 98660

cc: Carla Rose

RECEIVED
FEB 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8413

8

February 13, 1979

Auto-Rain, Inc.
10115 Northeast 6th Drive
Portland, OR 97211

Attention: William L. Johnston
President

Gentlemen:

Thank you for your Notice of Release of Claim dated February 9, 1979, informing us that you are releasing all rights and privileges against the Burnside Bridge-Hawthorne Bridge Section, Contract No. 8413.

Our records indicate that this is in reference to your claim filed in October 1978 which was in the amount of $3,312.37.

We will advise all interested parties of the Notice of Release.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Peter Kiewit Sons' Co.
The Aetna Casualty & Surety Co., CT and OR

NOTED ON CARD
2-13-79

8413

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1979

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8413

Gentlemen:

This project has been finalled. The $10,000.00 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

C & A 5571 2-23-76
6-22-76

8413 Burnside Br.-Hawthorne Br. 1976
Sec. of Pac. Hwy.W.(Front Ave.)
Grad.,pav.,illum.,sig.& landsc.)